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AND

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BIRTH.

On the 3rd July, at Mount Gough, The Peak, the wife of J. M. BEATTIE, of a daughter.

DEATHS.

At Shanghai, on the 28th June, 1898, CARL FREDERICK, eldest son of F. BISCHOF, Inland Sea Pilot, Japan, aged 16 years.

At "The Falls," the Peak, on Saturday morning, 2nd July, at 10 a.m., EMMA SCHRÖTER, beloved wife of I. G. SCHRÖTER, in her 27th year.

ARRIVALS OF MAIL.

The French mail of the 3rd June arrived, per M. M. steamer *Melbourne*, on the 5th July (32 days); and the English mail of the 10th June arrived, per P. & O. steamer *Coromandel*, on the 7th July (27 days).

EPITOME OF THE WEEK.

Mr. Jas. W. Davidson, Acting United States Consul in Formosa, has, according to a statement in the American papers, been promoted to be full Consul.

The official circular has gone forth announcing the increase in the pay of the Customs staff. As originally stated in our columns, the increase amounts to 100 per cent. for the indoor staff, about 66 per cent. for the outdoor staff, and about 50 per cent. for the Chinese staff down to and including the rank of writer.—*N. C. Daily News*.

The P. & O. *Ganges*, lying in Bombay harbour, took fire on the 30th June and was completely destroyed. The stewardess was burnt to death in her cabin.

A Tokyo press despatch states that the Japanese Government appears to silently acquiesce in the annexation of Hawaii by America, as no steps have been taken to protest against it.

It is notified at Singapore that the Ordinance authorising a Government note issue has not been disallowed. It is, therefore, to be presumed that the Government note issue will be made when the necessary arrangements are completed.

The *Singapore Free Press* hears privately that Senor Mario, the Secretary-General of the Dictatorial Government of Emilio Aguinaldo, has proceeded on a special mission to Washington to confer with President McKinley on the question of the possible future relations between the Philippine Government and the United States.

The British and Chinese Corporation has been registered by Messrs. Harwood and Stevenson, 31, Lombard-street, E.C., with a capital of £250,000 in £100 shares. Its objects are the construction of railways, etc., etc., in China. So long as certain agreements made with the Company remain in force the Hongkong and Shanghai Banking Corporation and Messrs. Jardine, Matheson and Co. are each to be entitled to nominate one person to be a director of the company.

It is reported from Peking, says the *Supav*, that the Emperor recently presented Li Hung-chang and Chang Yin-huan with the 1st class decoration of the Double Dragon, and the recipients having thanked his Majesty for the distinction proudly wore their decorations as they left the Palace. This is the first time in the history of China that a decoration meant specially to be presented to foreigners has been given to Chinese officials and is a sign of the change that is now going on in this country.—*N. C. Daily News*.

A Peking telegram received at Shanghai on the 26th June states that H. I. M. the Empress Dowager intends to visit Tientsin in the near future, travelling in the Imperial carriages built by the North-China Railway Works for her Majesty. Further, that her Majesty has now openly taken over the direction of the affairs of the Empire, in consequence of which the high Ministers of the Court and Government have lately applied for instructions in all important matters to her Majesty, the Emperor being relieved of all real power.—*N. C. Daily News*.

From the home papers we see that there was some talk of Sir Claude MacDonald being appointed to the St. Petersburg Embassy in succession to Sir Nicholas O'Connor. The vacancy has been filled otherwise, but no doubt Sir Claude MacDonald, in view of his successful work in China, will be marked for promotion. We would suggest, however, since Sir Claude's services in China cannot well be dispensed with, that his promotion should take place on the spot by raising the Peking Legation to the status of the European Legations with a corresponding increase in the salary. In importance Peking now stands ahead of several places that are better paid.

A Peking telegram of the 27th June translated by the *Kobe Chronicle* from Japanese papers says:—It is confirmed that satisfactory progress has been made in the negotiations between Great Britain and China with regard to the reorganization of the Chinese Navy, but the negotiations with regard to the army are not so successful.

That the Chinese are making progress in Western learning is no longer to be questioned. One of the last strongholds to give way will be the regular Government examinations. Even these are showing signs of yielding to the pressure of circumstances, for in the recent examinations in Huangchoufu the majority of the questions proposed were on foreign subjects. The most extraordinary feature of the examination was that a man living in Kuangchi actually obtained his degree by simply writing out the Chinese version of the ten Commandments, which he had committed to memory. This is good news for missionaries!—*N. C. Daily News*.

The first instalment of the American troops for Manila, consisting of three thousand men, arrived at Cavite on the 30th June in three transports conveyed by the cruiser *Charleston*. The delay in the arrival was caused by the *Charleston* stopping at the Ladrone and Caroline Islands to occupy those groups, and the American flag now flies over both. Up to the date of latest advices the attack on the city had not commenced, operations having been delayed by heavy rains and floods. General Monet, who was reported to have been killed, has arrived at Manila, having come from Pampanga river with the wife and family of the Governor-General, who were released by Aguinaldo. How General Monet came to be in their company has not yet been explained. The rebels have cut the water supply to Manila; the service tanks contained a sufficient supply to last for a few days, but after it was exhausted great inconvenience would be experienced in the city if the defence still held out.

The *Independence Tonkinoise*, in its issue of the 27th June, after recording the fact that Admiral de la Bédouillière had been ordered to proceed at once to Manila, and indulging in some speculations as to the reasons for the order, goes on to say:—In any case we need not alarm ourselves, for notwithstanding Mr. Chamberlain's words the Franco-English naval war is not going to break out. Our neighbours wanted to find a means of making us sign the Niger Convention and they have succeeded. That is all they wished. As to saying that because China has given them a part of the coast opposite Hongkong they have obtained an advantage to which they had no right, without being in the least Anglophil we entertain an entirely opposite view. Kowloon and all its coast belongs in fact to the English, who have succeeded in establishing there docks, repairing basins, and, in a word, a real industrial town. The territory behind Kowloon is necessary to them, and what nation has a better right than they to occupy it? As far as we are concerned, it must be recognised, to our great confusion, that to seek new territory would not do us much good. We have a vast and superb colonial empire, but we do not turn it to advantage. The French colonies seem made solely for officials. It suffices to note what passes here to be opposed to any new expansion.

THE KOWLOON EXTENSION AND CHINESE JURISDICTION.

The last mail brings further particulars regarding the Kowloon concession, in the shape of a telegram from the Peking correspondent of the *Times* dated 9th June, which reads as follows:—"Sir CLAUDE MACDONALD signed to-day with the Tsungli Yamen a Convention leasing to Great Britain certain territories around Hongkong. On May 2 the Tsungli Yamen formally acceded to the friendly representations of the British Minister with regard to an extension of territory for the better protection of the colony and agreed to a lease of the territory on the mainland behind Kowloon up to a line joining Mirs Bay and Deep Bay, as well as of the neighbouring island of Lantau. The Convention signed to-day embodies that agreement, with some important additions. China retains the north shores of Mirs Bay and Deep Bay, but leases to Great Britain all the waters of both bays, reserving only the right to use them for her own ships whether belligerent or neutral. The total area leased, amounting to about 200 square miles; will be under British jurisdiction, except within the native city of Kowloon. The lease is for 99 years, and becomes operative on July 1." The boundary mentioned in the above is not quite the same as that shown on the map prepared by the Navy League and which was declared by that body to be absolutely essential to the safety of the port. On the Navy League's map the line was drawn from a point a little to the north of Starling Inlet, in Mirs Bay, to a point in Tyshan Bay, north of Deep Bay. According to the *Times* correspondent China retains the northern shores of Mirs Bay and Deep Bay. It would appear, therefore, that the boundary line will probably start from the east at or about the point shown on the Navy League's map, but instead of running almost due west to Tyshan Bay will follow a more south-westerly direction to strike the coast about the middle of Deep Bay. If that be correct the town of Sam Chuen, to the possession of which importance has been attached in some quarters on account of its connection with the food supplies of the colony, will be left on the Chinese side of the boundary line.

The most remarkable feature in the telegram, however, and one which we think must be due to a misunderstanding, is the statement that the native city of Kowloon is to remain under Chinese jurisdiction. All the rest of the territory leased is to be under British jurisdiction, but that one vile little spot, Kowloon city, which is a constant danger to the colony both on sanitary and moral grounds, is, it is said, to remain Chinese. There must surely be some mistake. Such an arrangement as that described would be equivalent to setting up a Chinese colony in British territory and it would inevitably lead to misunderstanding and friction. By what force would the authority of the mandarin be maintained in case of disorder? Would he be allowed to bring Chinese braves overland or through the waters of the colony? Would he be allowed to continue the use of torture in his criminal court, or to inflict capital punishment? Would he be allowed to draw a revenue from gambling houses? It is impossible to believe so. Whatever arrangements may have been made on paper the administration of Kowloon city must in fact come under British influence and control, and the powers of the mandarin, if a

mandarin is to be maintained there, could not be much more extensive than those of a tipao. When Hongkong was established it was at first intended to make use of the tipao system, that is, the government of the Chinese population through elders or head men, and although that system has long been discarded it may possibly be deemed desirable to revert to it for the administration of the new territory about to be incorporated with the colony. The tipaos, however, should this system be adopted, would be subject solely to British authority, and we fail to see how an exception could be made in the case of Kowloon. The gambling question alone would render the continued maintenance of Chinese authority there impossible. One of the arguments used in favour of the acquisition of the new territory was that it would enable the Government to do away with the gambling houses in Kowloon city, which are largely frequented by residents of Victoria, both European and Chinese. From time to time these houses have been closed, upon representations made by the Hongkong Government, but have been reopened after a brief period, and if the place is to remain under Chinese jurisdiction the efforts of the Hongkong Government in the direction of suppressing gambling would be rendered to a great extent nugatory. We have not much faith in the efficacy of the measures taken against gambling, which seems to flourish under suppression like a vine under pruning, but whatever opinions may be entertained on that point it would certainly not do to have two opposite policies pursued on the same side of the boundary line.

FRANCE AND THE OPENING OF TRADE ROUTES.

The ambition of France seems to be to keep a toll gate. She has little foreign trade of her own to speak of, but is anxious to establish and open trade routes in order that she may levy toll on the goods using them and take such incidental profits as the handling of the trade may bring. In opening the Tonkin route she has unmistakably done good to the trade of Hongkong, but if another route can be found which offers equal or greater advantages she will necessarily lose the traffic. Hence the hostility she exhibited to the opening of the West River. Mr. BOURNE on his recent visit to Yunnan-fu found that since his previous visit in 1885 the import trade in foreign goods had almost entirely shifted from the West River route by way of Posé to the Tonkin route by way of the Red River and Mengtzu. This revolution, he says, is entirely due to the energy of the French in vigorously enforcing on the Chinese Government their right to transit passes to cover goods from Mengtzu to Yunnan-fu. The result is that our goods are cheaper there than they were and that Yunnan-fu is well supplied with foreign goods of all sorts, at least those light enough in weight to bear caravan transit. But although the French have freed our goods from Chinese exactions between Mengtzu and Yunnan-fu the dues they themselves levy in Tonkin go a long way to counteract this gain. Mr. BOURNE gives a table of the French dues on certain classes of goods, from which it appears that grey shirtings have to pay Tl. 0.261 per piece, fine cotton yarn Tl. 0.756 per 133 lbs., coarse yarn Tl. 0.615 per 133 lbs., cotton lastings Tl. 0.64 per piece, long ells Tl. 0.425 per piece, and kerosine Tl. 0.094 per case, the approximate *ad valorem* percentage ranging from 3 to 11. "In addi-

tion to the transit dues there is a charge "on every invoice of goods entering Tonkin for docks, examination, sealing cases in bond, statistics, etc., a variable amount according to the numbers of packages, with \$0.60 for three *acquits de caution* on every bill of lading. The minimum charge on this account seems to be \$1 on a single case and might be \$10 on thirty or forty cases. It seems to be somewhat arbitrary and to partake of the nature in some respects of what is known in this part of the world as a 'squeeze.' On exports from China to Hongkong by the Red River Tonkin at present levies no transit dues, but takes the same levy for docks, etc., as described above for imports." At Mengtzu imports have to pay the Chinese Customs dues, namely, seven-tenths of the treaty port tariff and a transit due of half the coast ports import duty. A piece of grey shirting imported into Yunnan therefore pays to the Tonkin Government more than Tl. 0.261 and to the Chinese Government Tl. 0.96, or nearly three times as much to the French as to the Chinese. Together these amounts come to Tl. 0.357. By the West River route a piece of grey shirting would pay Tl. 0.8 import duty and Tl. 0.4 transit pass due, making Tl. 0.12, or, say, one third only of the charges by the Tonkin route, supposing that the levy of illegal exactions were resisted as successfully by the British as it has been by the French. On this point, however, we are at present at a disadvantage, as may be seen by the following extract from Mr. BOURNE's report:—"As far as Yunnan-fu itself is concerned lekin and fu-shui, thanks to the efforts of the French, do not concern us; but in the case of goods coming across our Burmese frontier not only is lekin levied at Tengyueh (Momein) according to the provincial tariff, but a fu-shui or prefectural duty is levied at each prefecture through which the goods pass, and there are five of them." A piece of grey shirting imported via Bhamo and Tali-fu would have to pay in addition to import duty, not now but soon to be levied, lekin Tl. 0.15, five fu-shui at Tls. 0.03 each Tls. 0.15, total Tls. 0.30, or 15 per cent. *ad valorem*." When the Foreign Customs have to take note of this trade will the British Government insist on the strict observance of the tariff, or allow lekin and fu-shui to continue? The treaty stipulations with regard to the tariff are identical in the British and French conventions, and as the French have swept away all illegal levies on the trade passing by Tonkin so ought the British Government to see that they are not allowed to be charged on trade from Burmah or Hongkong. If the transit pass system were honestly in force in Kwangsi, Yunnan, and Kweichow Mr. BOURNE is of opinion that the greater part of Kwangsi, of Kweichow, and of eastern Yunnan would be supplied from Wuchow, unless the French allowed free transit through Tonkin. "Under present conditions in Tonkin," he says, "if the transit pass system were made to work as well from Wuchow as it now does from Mengtzu, I believe the area supplied through the French colony would be very small, and that the districts supplied from Burmah and Wuchow would meet in Yunnan-fu, because the exchange of products, and therefore the course of trade, is between Yunnan and Kwangsi, Canton, and Hongkong, and not between Yunnan and Tonkin."

The death is reported of ex-Inspector Bremner, formerly of the Hongkong Police Force. He retired on pension in 1896, and had been living at Glasgow for some time.

NAVIGATION OF CHINA'S INLAND WATERWAYS.

Reuter informs us, on the authority of a statement made by Mr. CURZON, that the British Government will insist upon the Chinese Government revising the regulations for inland navigation in a satisfactory sense. It is to be hoped the Government will act up to its professions and not consent to be trifled with by the Tsungli Yamen. The regulations in question have been a long time in preparation and an extraordinary secrecy has been observed with regard to them. They have not even yet been formally promulgated, at least not in the South, though it would appear that in the North something is known of their general character, for the *China Gazette* in its issue of the 24th June says:—"The first steam-launch has left Chinkiang for Yangchow under the new Inland Navigation rules. She left yesterday after clearing at the Custom House; but we are sorry to learn that the voluntary concession of China to Great Britain in declaring her internal waterways open to steam navigation is likely to be destroyed by the mountain of unworkable regulations with which the gift, that otherwise would be a most valuable one, has been smothered. Those who are in a position to judge have no hesitancy in pronouncing the whole concession, under the new conditions, to be absolutely worthless, and of no more value than the privileges which were conceded by the Chefoo Convention with reference to the four ports therein named, the four ports being Tatung, Shashi, Nganking, and Hokow, which were declared open for the landing of passengers and the handling of cargo, but at which, in consequence of the atrocious lekin regulations, not one package of cargo has ever been landed from that day to this, except in the last few months in the case of Shashi, which is now, of course, a regular Treaty Port." All that is definitely known here concerning the regulations seems to be that Hongkong and Macao are excluded from whatever benefits they may confer and that a steamer from either of those ports desiring to trade to non-treaty river ports would have to proceed first to a treaty port to clear at the Customs. It is unfortunate that the draft regulations were not first submitted to the various Chambers of Commerce with an invitation for remarks and suggestions. As Mr. BOURNE says in his recently published able report on the Trade of Central and Southern China, "Unless there is a clear understanding between the Government and the merchants, the Government take rights, as in the case of the ports of call on the Yangtze, in such a form as to be of no value, and the merchants do not get the developments that their plans demand." The Government is now more ready to listen to and act upon the representations of the merchants than formerly, and we trust that in the present case the result may be to arrive at a really satisfactory settlement in regard to internal navigation. The concession made by China is a very valuable one if it be acted up to in spirit and letter, but it is capable of being rendered almost nugatory by vexatious and restrictive regulations. Not having the text of the regulations before us we are unable to criticise them in detail, but the exclusion of Hongkong and Macao from the benefits of the concession is certainly a blot upon them, and it would seem from the remarks of our Shanghai contemporary that they are in other respects unsatisfactory.

THE CONTAGIOUS DISEASES ORDINANCE.

The telegram from our Singapore correspondent published in another column is of a disquieting character. Reuter telegraphed under date of the 24th June that "Mr. CHAMBERLAIN, speaking in the House of Commons, said it had been decided to sanction the re-enactment of the Contagious Diseases Ordinance in Hongkong." The telegram was so explicit and categorical as to leave hardly any room for doubt as to its correctness. Singapore, however, is as much interested in the subject as Hongkong, and the absence of any mention of that colony in the telegram has apparently put the local branch of the Straits Settlements Association on the *qui vive*. If the re-enactment of the Ordinance was to be sanctioned in Hongkong, why not at Singapore? A telegram accordingly seems to have been dispatched to the London branch of the Straits Settlements Association making inquiries, and the result is given in the telegram from our Singapore correspondent, namely, a denial that the home Government has sanctioned the re-enactment of the Ordinance in this colony. We fear it can hardly be doubted that the information of the Straits Settlements Association is correct. A possible explanation of the contradiction between the two telegrams suggests itself. The Registrar-General year by year for some time past has drawn attention in his annual reports to the deleterious influence exercised by sly brothels on respectable Chinese family life in the colony. Wherever a man goes he is liable to find the next room or the next house occupied as a brothel, and under such circumstances he naturally has a reluctance to bring his wife and family to Hongkong if he can conveniently keep them at his native place in China. The Hon. J. H. STEWART LOCKHART while at home on leave may have been able to represent this to the Secretary of State with such force as to extract from Mr. CHAMBERLAIN a sanction for the re-enactment of the law as to registration, and upon a statement being made to that effect in the House of Commons Reuter may mistakenly have jumped to the conclusion that registration implied medical examination, which is not necessarily the case. Mr. CHAMBERLAIN'S speech would of course be reported and it is inconceivable that the Straits Settlements Association should have made any error in the matter, for not only would they have the published report of the speech before them, but they would also in ordinary course make direct inquiries at the Colonial Office. The disappointment, however, should not be allowed to stifle the agitation in favour of the re-enactment of the law as to medical examination, but, on the contrary, should greatly stimulate it, and we would suggest that both the China Association and the Navy League should at once set the wires in motion to ascertain the real state of the case and, should it unfortunately prove, as we anticipate, that Reuter has made a mistake, to represent in strong and unmistakable terms the feeling of the colony on the lamentable injury being done to the health of the army and navy, as well as to that of the mercantile marine and resident population, by the withholding of reasonable safeguards.

[From Ceylon papers since received it appears that the mistake arose through the omission of the word "not" from the telegram. What Mr. Chamberlain said was that it had been decided not to sanction the reintroduction of the Ordinances.]

INSANITARY HOUSES.

(2nd July).

The report of the Insanitary Properties Commission having now been considered and commented upon by the Sanitary Board the matter will no doubt be taken up by the Government with a view to the passing of the necessary legislation to give effect to the recommendations that have been made. The Sanitary Board in its recommendations goes a little further than the Commission did, especially with respect to back to back houses, the erection of which they would in future prohibit altogether. It is not intended, apparently, that existing property of this description should be demolished, but that no more back to back houses should be allowed to be erected. This is a very desirable provision and could not reasonably be objected to by property owners. Take, for instance, the block of buildings being erected on the site of the old Victoria Hotel. The Hotel was a straggling old building. The property changed hands some time ago, and the new owners—a religious corporation—have elected to make use of the site for the erection of lofty back to back houses of a type most objectionable from a sanitary point of view. There would have been no hardship in this case had the erection of such houses been disallowed, and seeing that there is danger of other European properties in Queen's Road being similarly converted it is high time the legislature took steps to prevent it, otherwise we will have a second Tinian-shan growing up between Queen's Road and the old Praya. Where back to back buildings already exist there may be some hardship upon the owners if, when rebuilding becomes necessary on account of the age of existing buildings, they are not allowed to erect a similar class of houses, but, as was remarked in an article on the Insanitary Properties Commission's report when it was first published, if property owners have elected of their own discretion to put up buildings of a manifestly insanitary character we can see no reason why their fellow ratepayers should be called upon to pay the cost of remedying their mistake. The Government has as much right to prevent the letting of insanitary property as it has to prevent the sale of unwholesome food. The Hon. F. H. MAY at the meeting of the Sanitary Board on Thursday expressed the hope that the public would give its support to the measures necessary to carry into effect the Board's recommendations, and we think that hope will be realised.

(4th July.)

Upon receipt of Mr. DANBY'S letter, published in another column, a member of our staff visited the property in question, and subsequently Mr. DANBY favoured us with an inspection of the plans and explained them in detail. It would appear that Mr. MAY'S strictures and our own—made chiefly on the authority of Mr. MAY'S statements—were entirely undeserved, since the houses in the matter of light and open areas exceed even the recommendations of the Sanitary Board. An inspection of the houses, with the knowledge that they are in excess of the standard that the Board suggests should be made legally compulsory, will, however, satisfy anyone as to the very moderate nature of that standard and the unreasonableness of any opposition thereto. In fact the Board might with advantage have gone a good deal further in its recommendations than it has, for the houses now being erected on the site of the old Victoria Hotel, although in excess of legal requirements, are not as perfect from a sanitary point of

view as they might be. Some difference of opinion may exist as to the definition of the term "back-to-back" houses. These are back-to-back houses in the sense that ingress and egress can only be had by the front door and that their backs do not open on a lane but adjoin similar houses in the rear; each house has, however, a yard or air shaft at the back, six feet wide and running the whole width of the house, the kitchen being situated on the opposite side of the yard and thus separated from the house proper. In most cases the yards are grouped in pairs, above the ground floor, thus increasing the open area. It is only the kitchens that are really built back to back. Mr. DANBY contends that the space at the back is more profitably utilised in the form of yards than it would have been in the form of a lane, inasmuch as in the latter case much of the light and air now admitted to the dwellings would have been excluded by the kitchen, which would then have had to be an integral part of the house instead of being separated from it by a yard as is now the case. As the kitchen in Chinese houses is used also as the privy its detachment from the house is on that ground alone desirable. On the other hand a lane open at each end would naturally give a much better circulation of air than a number of air shafts, even although openings be provided in the walls separating the shafts.

While landlords may be justly blamed for erecting houses that fall short of reasonable sanitary requirements the Government is still more to blame for not having made observance of those requirements compulsory. Landlords are not philanthropists and in the great majority of cases they think that if they comply with the law they have done their duty. It is the duty of the Government to see that the law sufficiently provides for the safety of the public health, and in the discharge of that duty it has been culpably neglectful in the past. This neglect has characterised it not only in its legislation, but also in its executive acts. As an instance it may be mentioned that when the lots at Yaumati south of the Police Station were sold they were laid out with ten feet scavenging lanes, but when other lots in the village were subsequently sold the lanes were omitted, thus offering encouragement to the erection of objectionable back to back houses. In this case there was a distinct backsliding on the part of the Government, which is none the less culpable because it was probably the result of an oversight. However, all parties are agreed now that the colony must be set in order in a sanitary sense, and landlords are as much interested as any other class of the community in the prosperity of the place. It is to be hoped therefore that the good work may be entered upon and carried out without needless recrimination. That landlords are not altogether without a conscience in the matter may be inferred from the fact that in a considerable number of cases they have voluntarily complied with the suggestions of the Sanitary Board and sacrificed a portion of the kitchen to make an air shaft for back to back houses. The Sanitary Board has effected a great improvement in this respect, quietly and without friction and in a way which reflects great credit upon that body. The local architects have also played a creditable part in the matter. We have reason to believe these gentlemen approve of the amendment of the existing building laws in a very radical sense and that they would be willing to give the Government the benefit of their experience and

advice in the drafting of the new regulations if invited.

(5th July.)

With reference to the letter of Mr. OSBORNE, published in another column, the term "recommendations of the Sanitary Board" as used in our leading article of yesterday possesses a specific meaning, namely, the recommendations of the Sanitary Board as formulated in the recently published report of that body upon the report of the Insanitary Properties Commission. In that document the Board says:—"Every house should have an open space 'in the rear, of the area mentioned in the following table, which area should extend 'for at least half the width of the house 'and from the back wall of such house to 'the line of division between it and the 'adjoining house or property:—Houses 'exceeding 40 ft. in depth, 50 sq. ft.; 'exceeding 40 ft. not exceeding 50 ft., 90 'sq. ft.; exceeding 50 ft. not exceeding 60 'ft., 130 sq. ft.; exceeding 60 ft., 175 sq. ft." According to this table, which has not yet been brought into legal operation, the houses in Pottinger Street under discussion should have an open area of 50 sq. ft., whereas as a matter of fact the average open area per house is over 80 sq. ft. In point of law no open area at all need have been provided. As has been pointed out by Dr. CLARK, "there is no power to 'prevent the erection of back-to-back 'houses except upon land purchased 'after the passing of Ordinance 24 of 1887, 'which practically means that the whole of 'the city outside of Taipinshan can be re- 'erected with back-to-back houses." If the Sanitary Board were asked what width of back yard it would recommend for any particular houses, using the word "recommend" in its ordinary sense, they would no doubt recommend an area far in excess of that mentioned in the scale above quoted, but it is a different matter when they are asked to say what area should be made legally compulsory, having regard not only to what is desirable in the abstract but to what is possible in the concrete. With reference to the permission to erect verandahs over Crown land, of which Mr. OSBORNE also makes mention, it is the case, we understand, that the Government withholds permission unless the owners of property acquired before the passing of the Health Ordinance and which is being rebuilt provide open areas, but it would seem that compliance with the provisions of the Ordinance is not rigidly insisted upon in such cases, the necessary permission being given in some instances when areas are provided of less extent than those mentioned in the Ordinance. There is a certain amount of give and take in the matter. Where an owner is not legally compelled to provide any open area at all it may be worth while to give him permission to erect verandahs over the side path as an inducement to him to provide such open areas, even though they are not of the dimensions laid down in the Public Health Ordinance as applicable to houses built on land acquired from the Crown after the date of that Ordinance. Some latitude in granting the permits seems necessary, because while an owner would recognise it as being to his interest to provide a certain amount of open space in order to obtain the privilege of erecting verandahs over Crown land, if the amount of land he is required to sacrifice is greater than he will be compensated for by the verandahs, he will do without the verandahs and no good at all will be done.

In connection with the question of back-

to-back houses we must correct a misapprehension that may have arisen from our remarks of yesterday with reference to Yaumati. We said that when the lots south of the Police Station were sold they were laid out with ten feet scavenging lanes, but when other lots in the village were subsequently sold the lanes were omitted, thus offering encouragement to the erection of objectionable back-to-back houses. The lots more particularly referred to were those on the south-east side of Yaumati. During the last few years, in Mr. COOPER'S time, there has always been provision made for a scavenging lane, both at Yaumati and at Hunghom.

APPROACHING END OF THE WAR.

The complete destruction of Admiral CERVERAS' squadron at Santiago should bring the Hispano-American war to a speedy termination. Spain is now helpless for offence and in Cuba and the Philippines almost equally helpless for defence. Manila is by this time probably in the hands of the Americans, and in Cuba it is simply a case of surrendering at once or prolonging the siege without hope of relief or of ultimate success in beating off the invaders. If surrender is not made voluntarily it is to be presumed that the United States will strain every nerve to bring resistance to an end as speedily as possible, for the hardships of a prolonged blockade with its resultant famine will fall less hardly on the Spaniards than on the unfortunate Cubans for whose deliverance the war was undertaken.

The United States and their splendid navy are to be congratulated upon the success achieved in arms, and we entertain confidence that congratulations will also be called for in due time by the settlement of the intricate political problems arising out of the situation. The war was entered upon in the cause of humanity and in an entirely unselfish spirit. At the beginning there was no thought of territorial aggrandisement, but the end will leave America in possession of Cuba and the Philippines and it may not be easy for her to withdraw without incurring the danger of handing those countries over to anarchy. Willing or unwilling, she will be compelled to accept the responsibilities of the situation. Her policy will no doubt be to promote the ultimate establishment of independent republics, but an effective protection with partial occupation will probably be necessary for a long time to come. The war has also demonstrated the necessity of annexing Hawaii, a step which has been greatly longed for by the existing Government of that group of islands.

SUPREME COURT.

4th June.

IN APPELLATE JURISDICTION.

BEFORE SIR JOHN CARRINGTON (CHIEF JUSTICE) AND MR. JUSTICE WISE (PUISNE JUDGE).

Mr. J. J. Francis, Q.C. (instructed by Mr. H. Hursthouse) appealed against the decision of Mr. Justice Wise on 20th ult. in the case of Kwan Lu Lee v. Po Fung, the judgment of the Court below having been given for defendant. It appears that a man known by the plaintiffs to have been in the defendant's employ came to their shop and ordered some flour, and later on a delivery order, chopped with the defendant's chop, was presented to the plaintiffs, and the goods were taken away in the defendant's cart. It appears, however, that the man who ordered the goods had been dismissed from the de-

defendant's service, and had no authority to order goods. It was admitted that the defendant had never received the goods, but the plaintiffs contended that by allowing their chop to be used they had put it in the power of a third party to commit a fraud, and must, therefore, be the sufferers. Mr. Francis argued that the plaintiff did not know that the coolie was out of the employment of defendant and also did not know where the chop had been got.

The application for an appeal was dismissed with costs.

6th July.

IN SUMMARY JURISDICTION,

BEFORE MR. JUSTICE WISE (PUISNE JUDGE.)

A FAMILY SQUABBLE ABOUT A PIANO.

Matilda Horton sued her son-in-law, F. M. Richardson, of 166, Queen's Road East, for the return of a box of clothing and other articles belonging to her which he had detained and also for the return of a piano. Arising out of this was another suit brought by Richardson against Lane, Crawford & Co., for the piano, which is in their custody. Mr. Slade, barrister, appeared for Richardson.

Mrs. Horton said she was the wife of ex-Inspector Horton, who was now in England. She had got her box of clothing from defendant, and she now claimed the piano, a pair of candlesticks, and a pair of shades. The piano was at Lane and Crawford's, but the candlesticks and shades were in defendant's possession. She bought the piano eight or nine years ago with her own money for \$400 from Lane and Crawford's. Some time ago she broke up her house at the request of defendant, who asked her to go and live with his wife, as he was so much away, being an engineer on a ship. Her furniture was sold with the exception of the piano, which was stored at Lane and Crawford's last year. Defendant bought things from her to the value of \$100 odd, but he had not paid her for them. On the 8th or 9th of last month defendant gave her the option to remain in his house or to cease talking to her other daughter, Mrs. Coyle. She refused to do the latter, and defendant told her she would have to leave. When she left the house defendant threw all the furniture he had bought from her after her but claimed the piano, saying that her husband had given it to his wife.

In answer to Mr. Slade, she denied that her husband had given the piano to Mr. Richardson.

The Puisse Judge informed Mrs. Horton that the law of the colony said that what belonged to the wife belonged to the husband. There was no Married Woman's Property Act here.

Mr. Slade asked Mrs. Horton if she was willing for her husband to be written to and asked if he had given the piano to Mrs. Richardson or not.

The Puisse Judge said this had better be done, but Mrs. Horton must see the letter before it was sent. If the husband said he had given the piano to Mrs. Richardson Mrs. Horton had better give it up.

This course was agreed to, the piano to remain in the custody of Messrs. Lane, Crawford & Co. in the meantime.

The further hearing was adjourned *sine die*.

7th July.

CLAIM FOR SUBSCRIPTIONS AND CHITS.

George Williams, as Secretary of the United Service Club, sought to recover from W. M. Thompson, described as of Happy Valley, \$74.63, being the amount due from him to the United Service Club for subscriptions and refreshments.

Mr. Grist appeared for plaintiff.

Defendant, in reply to his Lordship, said he admitted the chits; but he wished to say that he heard nothing about them for three months. There was no account sent to him, and he did not know how he stood.

The Puisse Judge—That is your own lookout.

Defendant—It is, my lord. But my wages are very small, and I have been put to consider-

able expense in consequence of sickness, and I hope I shall be allowed to pay the money off by instalments.

Judgment for plaintiff, defendant being recommended to arrange with plaintiff as to payment.

SPANISH-AMERICAN WAR.

THE AMERICAN REINFORCEMENTS.

2nd July.

Yesterday morning the Japanese cruiser *Matsushima* arrived from Manila. She should have left on Monday afternoon, but her departure was delayed until the following morning by the bad weather, which was also responsible for her taking a longer time than usual on the voyage. It was thought that she would bring word of the arrival of the American troops, but though they were daily if not hourly expected they had not made their appearance when she left. The *Zafiro* will, however, pay us another visit on Monday or Tuesday, when there is hardly any doubt she will report the Americans to be in possession of the Luzon capital.

As it is there is little fresh to notify. There have been some changes among the foreign squadrons. Two of the German vessels have left, and the French cruiser *Pascal* has given place to the *Bayard*, the French flagship on the China station. The British squadron has been strengthened by the addition of the *Iphigenia*, a reinforcement which will be very gratifying to the British residents, who have long been of opinion that our squadron in the Bay should not only be more numerous but should include one or two larger vessels.

Naturally one of the principal topics of conversation on the American ships and in Manila and Cavite is the Spanish fleet which is—or was, a few days ago—on its way to the Philippines. The Americans, however, are of opinion that should the fleet reach its destination they will be quite strong enough to cope with it, though it is admitted that another battleship in addition to the monitors which are coming out would be a valuable reinforcement.

The Insurgents are maintaining the positions they have taken up. Last week end the Spaniards made a determined attempt to drive them from their trenches before Malate, but though considerably outnumbered the Insurgents managed to repulse the attack, which was not renewed. Admiral Dewey and General Aguinaldo are on the best of terms, but every now and then there is a little friction between the Insurgent General and his colleagues, one of them with whom he got across last week taking refuge on one of the American vessels.

The Insurgents' mode of warfare has completely upset the Spaniards, who are not accustomed to this forward movement of the rebels and being always kept on the *qui vive* the whole time. Beside, they have never met them on equal terms before, the rebels being formerly only armed with their national weapon the "bola," a knife identical with the Ghorka's "kuksi."

THE SITUATION IN CEBU.

4th July.

Among the vessels which arrived in the harbour on Saturday was the *Taksang*, which came from Sogorsan, to the south of Luzon. Thinking she might have passed close to Manila and thus heard whether the American troops had arrived we made enquiries but found that she had not done so. She, however, brought a little news about Cebu, which she left on the 19th of June, bringing with her two British passengers. One of these informed our representative that there are now six British subjects in Cebu, that they were located in Messrs. Smith, Bell, and Co.'s house and Mr. McLeod's house, and that there was nothing to fear as regards their safety. Everything is very quiet in the town. The Insurgents are keeping to the hills, where they await the arrival of the Americans. Whenever any vessel comes in sight the Spaniards are in a state of great trepidation until they get to know what it is. Every now and then a few Insurgents captured in the hills are brought into the town and shot. The *Taksang* sighted a vessel flying the British flag sailing up the coast. There was, however, something peculiar about her, and the officers believed her to be sailing under false colours.

ARRIVAL OF THE "ESMERALDA."

5th July.

At about six o'clock last night the *Esmeralda* arrived in the harbour from Manila via Amoy with a number of passengers. Amoy having been declared an infected port, no communication was allowed with the vessel until she had been visited by the medical man, which did not take place until about half-past eight. The *Esmeralda* left Manila on Tuesday afternoon. The American troops had not then arrived, and she saw nothing of them on leaving the port.

AMERICAN TROOPS ARRIVE AT CAVITE.

THE CAUSE OF THEIR DELAY.

THE CAROLINES AND THE LADRONES TAKEN.

5th July.

At last the first detachment of the American troops has arrived at Cavite, and by now Manila is in all probability in their hands, inasmuch as the despatches brought by the *Zafiro*, which cast anchor in the harbour at about half-past nine yesterday morning, contained the information that the "Glorious Fourth" was to be celebrated by the final advance on the city, a move for which the operations of the insurgents for the last few weeks had amply paved the way. When the *Charleston* and the vessels she conveyed—the *City of Peking*, the *City of Sydney*, and the *Australia*—left Honolulu on June 4th it was fully anticipated that they would steam into Manila Bay on Sunday, June 26th, at the latest, and when information reached Hong-kong that they had not arrived when the *Matsushima* left last Tuesday morning, nor when the *Esmeralda* left on the afternoon of the same day, speculation was rife as to the cause of the delay. The explanation is that on the way some time was lost by the capturing of the Ladrone and the Carolines. So long ago as last Friday week the *Baltimore* set out to meet the troopers, coming across them the following Tuesday off Cape Engana. It was about four o'clock on Thursday afternoon last that the *Baltimore*, followed by the *Charleston* and the transports, came in sight of the anchored American squadron, and the reception which it met with was naturally of the most enthusiastic description, the men crowding on deck and cheering loudly and continuously. Admiral Dewey had made every preparation at Cavite for the accommodation of the troops, and no time was lost in disembarking.

The detachment, which is under the command of General T. M. Anderson, includes 2,500 troops and 123 naval officers and marines. The troops comprise four companies of regulars under Major Rob; 1,000 men of the First California Volunteers, under Colonel James F. Smith; 1,000 men of the Oregon Volunteers, under Colonel Summers; and a battery of heavy artillery. The *City of Peking* carried a very heavy cargo, the precious part of this load consisting of 400 tons of ammunition for Admiral Dewey's squadron.

One of the principal events of last week was the capture of the Spanish gunboat *Leyte* about three miles out by the *McCulloch*. She had on board a number of Spanish soldiers and officials and 14 Spanish women and children. Among the officials was the Governor of Pampangas. The latter had been considerably harrassed by the insurgents ashore. The food supply had given out, and realising that starvation was at hand, and preferring to be captured by the Americans rather than by the insurgents he decided to take to the *Leyte* and to get into Manila if possible and if not to surrender unconditionally to Admiral Dewey. As he had some sick and wounded on board he thought the Admiral might possibly permit him to pass on into Manila. The Governor was informed, however, that he must go aboard the *Olympia*, and in the meantime the berth where the vessel was to ride in the harbour was selected. Subsequently the Admiral paroled the prisoners. Knowing what had been the fate of the Captain of the *Callao*, however, they were not very ready to take advantage of this liberty, and they were accordingly sent to the Navy Yard. It was arranged that General Aguinaldo should board and take charge of the cap-

tured vessel. When captured the Spanish flag floated at her stern, the pennant of the commanding officer at the mainmast, while at the port she carried a white flag. Her guns had been thrown overboard or destroyed.

The differences between Aguinaldo and some of his colleagues had not been settled last week. As we have previously stated Aguinaldo imprisoned Santico and Artachio. The former, was, however, released on the application of Consul Williams, but it is reported that the latter has been sentenced by Aguinaldo to be shot for revealing to the British Government the fact that an attempt was to be made to smuggle arms on to the *Pasig*.

The *Zafiro* left for Manila again at about nine o'clock last night, Consul-General Wildman seeing her off.

DESTRUCTION OF ADMIRAL CERVERAS' SQUADRON.

ADMIRAL AND 1,300 MEN TAKEN PRISONERS.

6th July.

Yesterday morning Consul-General Wildman received the following telegram from Washington:—

"Sampson has destroyed every vessel of Cerveras' squadron in a running fight lasting three hours and a half over a distance of 60 miles. Admiral Cerveras and 1,300 prisoners were taken."

The Spanish squadron was made up of seven first-class ships, of which four were armoured cruisers and three torpedo-boat destroyers. The following descriptions of the vessels appeared in an American contemporary the other week:—

Armoured cruiser *Vizcaya*, built with double screws, two turrets, two funnels, and two military masts with tops, length 364 feet, displacement 6,890 tons, maximum speed 20.2 knots. She has an armour belt of steel five feet six inches broad, 315 feet long, and ten or twelve inches thick. Her turrets have nine-inch steel armour; conning towers twelve-inch armour. Her protected deck is from two to three inches of steel. Her armament is two 11-inch Hontoria guns mounted singly in turrets, one forward and one aft; ten 5.5-inch guns, five on each side, the forward and aft ones being sponsoned; eight 6-pounders, ten 4-pounders, eight Nordenfellt machine guns, two Maxim machine guns, six torpedo tubes and two submerged torpedo tubes. She carries 484 men.

The armoured cruiser *Almirante Oquendo* is built of steel, double screws, two turrets, etc. Her tonnage, armour, and armament in every respect are similar to that of the *Vizcaya*. The armoured cruiser *Infanta Maria Teresa* is also identical with the *Vizcaya*. Her armour consists of a complete nickel steel belt 8 feet 3 inches wide and 8 inches thick. The armour of the barbettes is 6 inches thick.

The armoured cruiser *Cristobal Colon* is built of steel, twin screws, two covered barbettes fore and aft, two funnels, and one military mast. Length, 328 feet; displacement, 6,840 tons, speed, 20 knots. Her armour consists of a complete nickel deck from 2 to 8 inches thick; conning tower, 6 inches. All the guns have shields. Her armament is two ten-inch guns, ten six-inch guns, six 4.7-inch stern six-pounders, ten one-pounders, two Maxim machine guns, and four torpedo tubes. She has a complement of 500 men.

The *Terror* and *Furor* are torpedo-boat destroyers lately added to the Spanish navy. They are of steel; length, 220 feet; displacement, 320 tons; speed, 28 knots; armament, two fourteen-pounder quick-firing guns, two six-pounder quick-firing guns, two one-pounder quick-fire. Each destroyer mounts two fourteen-inch torpedo tubes on deck and carries 67 men. The *Asturo* is another formidable modern destroyer, but her exact dimensions and armament are not available at the Navy Department.

ADMIRAL SAMPSON'S SQUADRON.

Admiral Sampson's squadron included, among other vessels, the *New York*, the *Indiana*, the *Iowa*, the *Oregon*, the *Puritan*, *Terror*, and the *Detroit*.

THE SPANISH FLEET FOR THE PHILIPPINES.

ENTERED THE SUEZ CANAL.

6th July.

Last night Consul-General Wildman received the following telegram from Mr. Watts, U. S. Acting Consul-General at Cairo:—

"Fleet entered Canal this morning."

THE U. S. MONITOR "MONTEREY"

The U. S. monitor *Monterey* started for the Philippines on June 10th, so that should the Spanish fleet which entered the Suez Canal yesterday morning go forward to the Philippines she will arrive in ample time to take part in any engagement.

The *Monterey* is described technically as a barbette turret, low-freeboard monitor, of 4,000 tons displacement. She is 256 feet long by 59 feet ~~beam~~ and 14 feet 6 inches deep. She carries in her two turrets, surrounded by barbettes, two twelve-inch and two ten-inch guns, while in her superstructure, between the turrets, are mounted six six-pounders, four one-pounders, and two Gatlings. The turrets are seven and one-half inches thick, and the surrounding steel barbettes are fourteen inches and eleven and one-half inches thick. The *Monterey's* complement is nineteen officers and 172 men.

REFUGEES FROM THE PHILIPPINES.

7th July.

Yesterday afternoon the *Yuensang* arrived from Manila via Amoy with about 30 priests and 500 Chinese passengers. She landed seven nuns and several hundred Chinese at Amoy. The priests were taken aboard at Dagupan, a place defended by a couple of hundred Spanish soldiers and a large number of loyal natives. Several times last week when the insurgents attacked it they were repulsed with great loss. The *Yuensang* left Manila about two hours after the arrival of the troops.

THE AMERICAN TROOPS AT CAVITE.

8th July.

The *Eddie*, which arrived from Manila last night, reports that when she left on Monday the American troops had not begun their advance on the city. There had been a very heavy rain which had flooded the country for about 18 miles and rendered the roads impassable. On Sunday the troops as well as all the ships in the harbour were busy preparing for the celebration of the "Glorious Fourth," with which, however, the flooding of the country seriously interfered.

The natives were still having daily skirmishes with the Spaniards, who almost invariably come off second best.

The insurgents have cut off the water supply from Manila, but owing to the recent downpour there was sufficient water in the city to last for a few days.

THE SPANISH FLEET FOR THE PHILIPPINES.

8th July.

Last night Consul-General Wildman received the following telegram from Mr. Watts, Acting U. S. Consul-General at Cairo:—

"Torpedo boats *Andaz*, *Prosperina*, and *Asabo* started return Spain. Balance fleet arrived Suez."

THE GERMAN FLEET AT MANILA.

RELEASE OF THE GOVERNOR-GENERAL'S FAMILY.

8th July.

The *Yuensang*, which arrived in the harbour from Manila via Amoy on Wednesday evening, brought a mail, but as she left a couple of hours after the American troops had made their appearance, and before the *Zafiro* set out for Hongkong, very little of the news she brought was new.

The Governor-General's wife and children, who were prisoners in Pampanga, have been given up through the mediation of the English Consul, who had them brought down in a large native boat or "banca." A correspondent writes, "Great credit must be given to the rebels for their humanity in looking after and giving up these Spanish women and children

unharmd, for although these rebels are humane the treatment their own women and children receive at the hands of Spaniards is so dreadful it is only wonderful they do not retaliate."

Last week wounded men were coming in very fast from the out-posts and the hospitals were being taxed to their utmost. It is to be feared that the patients were not able to get very first-class treatment.

With regard to the attitude of the Germans, writing on June 27th a correspondent says:—"We are all watching the movements of the German fleet here. They are always on the move, and keep going away and returning. They are evidently up to no good. We put down the delay of the American troops arriving here to the fact that they must be taking possession of the Caroline and Marianne Islands before coming here, and so take the wind out of the sails of the Germans, who are very anxious to have the former."

Last week provisions were getting scarcer and scarcer, and of course prices were rising in proportion. Householders were obliged to provide their servants with rice, as they could not afford to buy it out of their pay.

THE SITUATION AT MANILA.

AGUINALDO AND DEWEY ON THE BEST OF TERMS.

THE INSURGENT LEADER HAS CONFIDENCE IN THE AMERICANS.

[FROM OUR CORRESPONDENT WITH THE AMERICAN FLEET.]

Manila Bay, 26th June, 1891.

There is little change in the general situation. We expect the *Peking* and *Charleston* any hour of any day. They may arrive even before this letter is mailed this afternoon. When they do come, there will be a succession of interesting days and events, unless all signs fail.

The advent of the *Bonaventure* followed by the *Iphegenia* has had an invigorating effect on the feelings of Americans as well as Britishers. Two of the German men-of-war have gone out to Morivales to coal and may go on to some other port, but I am not definitely informed. The French ship *Pascal* left on Friday, but the flagship of the station, the *Bayard*, arrived on Saturday. She did what the Germans have done but not the British, saluted the Spanish flag or port with 21 guns. There is no rule to prevent this, but it shows more discourtesy to the American Admiral than courtesy to the port, considering the virtually blockaded condition of the latter. The *Esmeralda* and *Yuensang* have also arrived and will soon leave. The ship *Crown of Germany* (British) leaves soon for Amoy with 1,000 Chinese at \$50 a head—not a bad speculation for a sailing vessel caught in a blockaded port. It is not true that the Archbishop escaped as stated by Shanghai papers. He is still here and very much here!

Admiral Dewey does not confine his labours to the *Olympia*. He goes to Cavite almost every day, or at last every few days. Nothing misses his eyes. While he is instructing Commander Wood of the *Petrel*, who has charge of the work at the Navy Yard and Arsenal, or Lieut. Hodges of the *Nanshan* to do one thing he is looking about for more work to be done and invariably has a new suggestion when he has finished the first. By his order and by the speed and excellence of its execution the Navy Yard, Arsenal, forts, and barracks have been converted in a wonderfully short time from confusion and chaos to neatness and system. Everything is in readiness so that the troops can make it their headquarters if they wish and be most comfortable. Just outside of the Cavite entrance to the Navy Yard, or the gate called "Camp Dewey" is a large level open space of ground, nearly five acres in area, which will make an admirable drill or exercise ground. It would also be an admirable field for cricket, football, and lawn tennis, if it were evened off in a few spots here and there. From present indications, however, there will be little occasion to use it for any such purpose during the next six weeks. On one side of this great campus are barracks used now by the insurgents as prisons and filled with fully 600 Spanish regulars. Recently Admiral Dewey and Consul Williams

crossed it on their way to inspect the town. In some way the prisoners learned that the Admiral was passing and could be seen. It took but a minute for the word to be passed along. There was a grand rush and scramble to the windows. Men piled on top of men and pulled each other away in a mighty effort to get a glimpse of the Almirante Americans who had so completely defeated their Admiral, whom they deemed absolutely invincible.

At first this rough and tumble contest was thought by the guards to be a wild attempt to escape and the signal was given to call help, but in a moment the manner and comment of the prisoners proved that they were only satisfying their curiosity as to the "Unconquerable American," as one Spanish officer saluted Admiral Dewey. Strange to say, the remarks of Spanish officers and privates overheard by those who were near contained only kind or complimentary words, while the looks on their faces were those of wonderment and admiration rather than curiosity and hatred. Though Dewey was the cause of all their misfortunes in a way, they showed genuine respect for him almost as a child would for a parent who punished him severely for wrong doing. It was the first time they had seen him and they probably will not have another opportunity. For hours afterwards Spanish soldiers from Brigadier General Garcia Pena down to privates were talking over this extraordinary man who had no fear for Spanish hosts on land or sea.

The relations between Admiral Dewey and General Aguinaldo are perfectly agreeable—that is, there are no differences and misunderstandings as to policy and methods. There is no union of forces or action of the American Naval force in co-operation with the insurgent troops, but there is a friendly feeling between them which is in a sense equal to an unofficial alliance. Any stories of inability to agree or to support one other are unfounded. Consul Williams, whose tact is never wanting in dealing with the insurgents, conducts most of the exchanges of opinion or negotiations between Admiral Dewey and General Aguinaldo. He confirms my statement about pleasant relations.

If anyone in Hongkong doubts the strength of the rebel movement he should go within their lines nearly every day for a week as I do and the facts of the case would soon be demonstrated beyond question or quibble. Aguinaldo has more able bodied volunteers than he can need. They come from all over Luzon and from every section that is within a few days' journey by land or water from the insurgent headquarters. To-day I saw 500 men from Bataan and yesterday 200 from Balacan that had come freely and wanted arms that they might go into the field. A rich man in Pampanga has sent in great quantities of rice. Another in Cavite supplies cattle and still another brings the actual cash. \$5,000 arrived to-day from men living in Bataan. At first they would not accept any receipt, but Aguinaldo, who is apparently trying to do things in a business way, insisted on giving them one, saying that when the war was over the amount would be paid back. These are passing incidents that indicate earnestness on the part of the people.

I asked General Aguinaldo the other day what he expected—what he hoped—would happen when the war was over and did he anticipate the establishment of an independent Philippine republic. He hesitated in his usually reticent manner and then said: "It would be very indiscreet for me to express my hopes about the future before the war is over and when matters are so unsettled as now, but I will say that we Filipinos have the greatest confidence in the fairness of the United States. We trust the American people and we know that if they are back of us we will be able to obtain and hold our full rights and be respected by all the great powers of Europe. The Americans have righted a wrong in Cuba and they will in the Philippines."

The General has fully 6,000 well armed men in the field whom he is massing as fast as possible around Manila, bringing them in from lesser places as they are captured. Had he the arms to equip them he could send a force into Manila that would seize the place like a swarm of bees covering a piece of honey.

The lot of Aguinaldo's followers who came down from Hongkong on the *Kwong Hoi* were mostly sent to the front without any delay and will experience a very different kind of life than they enjoyed in Hongkong. Most of them may be patriots and willing to stand any hardship required, but I met to-day one of them who looked and acted as if he wished he were back in Hongkong. Warfare was evidently too much of a reality for him. He came dressed like a dandy and expecting some soft billet in Aguinaldo's office. He received a commission to go at once to the rear of Manila and look after the supplies for the rebel troops, which meant also that he might even have to take a turn as cook! Two days were enough. He is back in Cavite alleging illness and fever and looks already as if he had been in the backwoods for six months. He is well known in Hongkong, but at the special request of one of the General's secretaries I refrain from giving his name. I understand that he has been assigned to a position as messenger between the outer and inner sanctums of the General's headquarters! But this is not typical. By far the majority of these men accept their orders without question and faithfully execute them. They at least seem quite a match for their Spanish foes.

The *Zafiro*, which returned on Friday morning, June 24, from Hongkong, brought down fourteen more exiled insurgents, including E. Sandico, M. Marti, V. Bilardino, J. Artacho, C. Arago, G. Lichanco, A. Escamilla, M. King, E. de la Kaue, J. Ygnacio, D. Lopes, V. Trivinio, T. Sousago, N. Joaquim. They were all assembled at Aguinaldo's place on Friday afternoon awaiting an opportunity to see their leader. Aguinaldo, however, discriminates between those who need to be seen at once and those who can wait, in the same way as busy men holding important posts at home. When Consul Williams or your correspondent walked in with a request to see the General, there was little or no delay, but when some one of this number of new arrivals humbly suggested that he would like to pay his respects to his leader he was told that a later hour would do as well as the present—not that he is arrogant or exclusive but that he is an extremely busy man. The headquarters now used are a great improvement over the former ones. Formerly the residence and office of the Spanish Governor of Cavite they are well suited for Aguinaldo's purpose, affording abundance of room and opportunity both for his official and private work. A close guard is kept to prevent any attempt on his life. In the ante rooms and corridors are aides armed with swords while at the entrance is a detachment of 25 men with rifles. Everyone that enters is closely scanned and a stranger is stopped and asked his business unless it is evident that he is an American naval officer or a press correspondent.

Quite a severe engagement between the Spanish regulars and insurgents lent a little excitement to Thursday night. The Spaniards made their first notable attempt to drive back the rebels from their advanced position. Fully 1,500 of the former attacked the latter just south of Manila and tried to drive them from the trenches which the rebels captured a few days ago after a hard fight in which many were killed.

The insurgents numbered 700. At first it looked like victory for the insurgents, who met the advance of the Spaniards with an enfilading as well as direct fire. Then the Spaniards came up with reinforcements and seemed sure of carrying the rebel position and capturing the 700 as prisoners, but at the critical moment the rebels steadied and poured in such a strong fire that the Spaniards retreated and did not renew the attack. Had the Spaniards had a little more spirit and kept on they could surely have driven out the rebels, but in this as most other fights they show a lack of nerve when it is needed. Several lesser skirmishes have broken the monotony at other points, but they have not been decisive.

The insurgents won a double prize a few days ago. They captured a fine ship in Tayabas Bay and on her several hundred Spanish troops being conveyed from one point to another. The Spanish soldiers made some resistance, in which a Lieutenant Colonel was killed. The vessel's name is the *Bohol*. The insurgents are now collecting quite a fleet. They have three

small steamers, several good launches, many cascos, and a few barges, but all of these are not at Manila, some being at Marivales and Subig.

Fires are seen almost every day at different points around Manila. They are started both by insurgents and Spaniards and often get beyond their control. The rains that come up nearly every day do more to put out these fires than any body of men. The rains have been of advantage as they were badly needed. All cisterns and tanks are now filled which three weeks ago were empty.

Cavite presented a gay scene on Friday morning. The Philippines in their zeal to show the spirit that is so strong these days did honour to the memory of Dr. Rizal, who was shot two years ago by the Spaniards, by appropriate exercises and display of troops together with religious ceremonies, including the opening of a school to be called Rizal College. Thousands of natives joined in the demonstration and mingled cheers for the cause of freedom from Spain with speeches eulogizing the dead patriot.

On the *Zafiro*, aside from those already mentioned as coming over to Manila from Hongkong, were Lieutenant Brice of the staff of Brigadier General Otis, daily expected in the *Peking*. He is a son of Ex U.S. Senator Brice, who has been very prominent in American public life for many years. Another passenger was Mr. McDonald, of the staff of the N.Y. *Journal* and the San Francisco *Examiner*. Newspaper men are coming in increasing numbers. By the troopships five or six more are expected. With the fleet at present are six, in Manila there are four more, so that the total will soon reach fifteen or sixteen. Surely the world should not suffer for want of news of all kinds.

THE ARRIVAL OF THE AMERICAN TROOPS.

THE POSITION OF THE SQUADRON.

NATIVE METHODS OF WARFARE.

[FROM OUR CORRESPONDENT WITH THE AMERICAN FLEET.]

Manila Bay, 1st July.

It was a great event—a red letter day—in the annals of the American fleet that holds Manila Bay when yesterday afternoon, Thursday, June 30, 1898, the *Charleston* and *Baltimore* came steaming into port with the *Australia*, *City of Peking*, and *City of Sydney*. They were a few days overdue and for that reason the more anxiously awaited. They arrived all in good condition with the men in excellent spirits and ready for operations. As they came up the Bay, the *Charleston* and *Baltimore* abreast, with the *Peking*, *Australia*, and *Sydney* following in order named they made a magnificent and inspiring sight. It gladdened every American heart and saddened, I fear, every Spanish. The *Charleston* looked every inch the fighter she is and the transports loaded with 3,000 able bodied men indicated in no uncertain way that Uncle Sam means business in this matter of the conquest of the Philippines.

Only one unpleasant incident marred the pageant of the afternoon. Of course the Germans are responsible. No other nation would allow its ships such conduct. As the American ships came up the bay in the order named they were closely followed by the German man-of-war *Kaiserin Augusta*, which has been cruising about Marivales for some time. The impression given to everyone was that she was not only making a close observation of the American forces and ships but endeavouring to show to Americans and Spaniards alike that she represented a nation that must be reckoned with in the present crisis.

The long and short of the feeling among Americans and Englishmen in this Bay is that the attitude of Germany as shown by the action of her men-of-war here is highly reprehensible and anything but respectful to the United States. Many German merchants in Manila doing business with America are almost as displeased as the Americans and English.

The most important news brought by the *Charleston* is the capture of the Carolines and Ladrones. The American flag floats over the principal islands of both.

When the *Charleston* entered Guam, she fired seven guns at the forts. The Governor think-

ing it was a salute, sent off word that he had no powder and could not return the salute. When informed that he was a prisoner of war he protested vigorously, saying that he did not even know that war was declared. He and his leading officials and the small garrison of soldiers were then taken aboard to be brought on to Manila. An American citizen residing there was appointed temporary Governor and left in charge. The *Baltimore* met the *Charleston* near the north of Luzon.

The 4th of July is at hand or nearly so and everybody means that the day shall be remembered, especially wishing the American flag could on that date be floating over Manila.

The second most important event has been the capture of the Spanish gunboat *Leyte* with 183 Spanish officers and soldiers and 14 women and children, who were driven out of Pampangas river by the rebels and forced to surrender to the Americans or starve to death. Wednesday, June 29, at about 4 p.m., she was seen away to the north apparently making for Manila. The *McCulloch* was sent to head her off and bring her in. She made no resistance and had even thrown her guns overboard. The commander, Emmanuel Heral, surrendered and lowered his flag and pennant. The prisoners were taken to Cavite and delivered to Aguinaldo to board although they remain prisoners of the Admiral. The *Leyte* is a small but useful prize.

I send herewith a rough sketch map of that portion of Manila Bay which is of so much interest at the present moment. I am quite sure that it is the first accurate illustration of how the sunken Spanish men-of-war are located and where the American Squadron is now anchored. Since the monsoon commenced to blow with so much force and make the bay rather rough for small craft the American ships moved in closer to Sangley point, where there is better protection. Nearest to Sangley point is the *Concord*, then the *Boston*, *Raleigh*, *Baltimore*, *Olympia*, and *McCulloch* at proper distances. A little further to the South are the auxiliary vessels *Nanshan* and *Zafiro*. In Canacao bay is the prize Manila. Not far from the Navy Yard are the *Petrel* and the prize *Callao*. When the *Charleston* arrives she will be anchored near the flagship, while the *Peking*, *Australia*, and other transports will not be far away. They cannot come very far in because the depth of water will not permit. There are only about two feet of clear water under the keel of the *Nanshan*.

Of the destroyed or sunken Spanish fleet the *Reina Cristina*, *Castilla*, *Don Antonio de Ulloa* are at the entrance of Canacao Bay. Around Cavite point, where they went like a dog to his kennel to die are the *Velasco*, *Don Juan de Austria*, *Isla de Cuba*, *Isla de Luzon*, *Argos*, *Marques del Duero*, *General Lezo*, and off to the East beyond Bakor is the burned hulk of the *Isla de Mindanao*. A more interesting day cannot be spent than one occupied in visiting these remains of Spain's proud fleet. One can easily appreciate after looking them over what an awful sight the *Maine* must have presented in Havana harbour after the memorable explosion and fire. They are a sight never to be forgotten by friend or foe. They prove that skillful gunnery can work ruin, but that fire does irreparable damage and ends all future use of the vessel except for old iron. They also show the horrors of war—that war is hell, frankly expressed, and that there could have been few places in that famed region hotter than were these ships when on fire. Great sheets of iron, steel beams and supports, solid plates are bent and twisted as if they had been pasteboard in the hands of a child.

Moreover, that element of critics who are wont to declare that the American naval men are not skilled gunners should study these wrecks and note how all varieties of shells thrown from far and near perforated the sides of the Spanish ships and exploded where terrific ruin was wrought. When I went on the *Reina Cristina* a few days ago after she had been eight weeks a wreck and visited by scores of officers and men in search of souvenirs, I found a dozen small pieces of exploded shells fired by the American guns which I shall either use as paper weights when cleaned and polished or give away to my friends. It would be little exaggeration to say that the *Reina's* decks

were originally strewn with exploded shells which killed the greater part of her 500 men.

The rebels are not stopping in their crusade against the Spaniards. The fact that no alarming news is reported of their movements in the vicinity of Manila proves nothing. In reality they are very active. The cordon around Manila is growing tighter every day and still tighter every night. Fierce fighting occasionally will last for two hours then there will be a lull for two hours or possibly for a day. The greater part of the firing that can be seen or heard from the shore or from the Bay seems to be done chiefly by the Spaniards, for they not only blaze away in volleys, but they use large cannon at frequent intervals doing little or no damage. On the other hand the natives conduct an unrelenting guerilla warfare, killing a few Spaniards every day, now and then picking off an officer, and gradually working in closer to the Spanish lines.

The rebels are making their chief fight a little way below Malate near the bay shore. There is a large stone fort in possession of the Spaniards; in front of it and near a little river that there empties into the bay are trenches occupied by Spaniards; crossing this river is a bridge which at this moment seems to be the chief bone of contention. On the south bank are another line of trenches held by insurgents. The Spanish garrison, including those in the trenches as well as in the fort proper, number about 1,500. The besiegers are approximately 500 to 800 according to reports obtained when I made a visit into the rebel lines. The insurgents are clever in fighting. They are too much for the Spaniards in bush-whacking and jungle strategy. They love the kind of war they are waging and results prove that they are past masters in the art—if such tactics can be called art. During the day they keep very still, sitting around smoking, eating mangoes, spinning yarns, and now and then sticking an old hat or scarecrow man just above the earth works in full view of the Spaniards. Away go volley after volley of the eager Spaniards; finally the wind blows the object down, up goes a cheer from the Spanish side, and the Colonel in command sends a messenger post haste into Manila to the Governor-General with the report that he has driven the natives from their trenches and killed the principal officers! This is the way much of the information is cooked up that the Spanish officials give out to the Manila papers and forward to Madrid. What is being done at Malate by the insurgents is being repeated all round Manila. The natives might have a difficult undertaking on their hands if they should try to force the capture of Manila without further delay, but I do not believe it would be possible for the Spaniards to escape or break through the rebel lines even if they made a grand sortie led by the Archbishop and Governor-General!

The whole country is in sympathy with the insurgents. The millions of natives are plainly against Spanish rule. All these stories published by the Manila papers and reuttered in Spain about the faithfulness of the natives is what might be familiarly termed "rot." It cannot be denied that there are many natives of some prominence and wealth and many more of the common classes who for one reason and another sympathize with the Spaniards, but they are so few compared to the total number who are rushing to the support of Aguinaldo that they do not constitute any strong element of support to the Spaniards. I have investigated this question very carefully, have talked with insurgents, Spaniards, Englishmen, and Germans who are familiar with the situation, and sought my information without prejudice, and now I must state the truth boiled down, as it were, from all I have heard: These islands are lost for ever to the Spaniards as far as the bulk of the natives are concerned; the feeling against Spain is born in them and nothing can eradicate it but death—either of themselves or of the object of their hate; those that are leading the natives and have the greatest following know that the stories printed in Manila about America and distributed through the provinces are lies and they are rapidly showing to the people that whatever kind of development comes under American control, they will be far better off than now.

The insurgents are in great glee over their victory in Baluan. The capital of the pro-

vince now floats the rebel flag after a protracted siege, a large body of Spanish regulars have been taken prisoners, and the Governor himself, a distinguished soldier and politician, has surrendered to the rebel leader.

FROM THE BELEAGUERED CITY.

[FROM OUR CORRESPONDENT IN MANILA CITY.]

Manila, 28th June.

Since the first day of May, two months ago, the Americans after their short and decisive sea fight have done absolutely nothing towards the ultimate end of their presence in these waters—the capture of Manila itself, and with it the islands of which it is the capital. The insurgents, it is true, after negotiations with the Americans have done a good deal, and have driven the Spanish into Manila after taking five thousand prisoners. But that is not a feat of American arms and it is somewhat difficult to understand the exact relations of the rebels to the Americans. Judging from the American papers the soldiers are not intended to fight the battle of the Filipinos nor does American opinion take kindly or voluntarily to the idea of a Filipino Republic. In addition Admiral Dewey has been careful to leave the insurgents to themselves and in spite of the many stories set afloat by the Spanish that American naval officers have been seen leading on the rebels and directing their artillery, such has been proved to be not the case, such stories being the outcome of a disordered Spanish imagination largely in evidence at present. On the other hand the Filipinos, swelled with the importance of their victories over their old masters, have already formed themselves into a Republic—or have appointed a Committee among themselves with power to govern, possessing a dictatorial seal. With them, they have already become a self-governing people, and in the different towns which they hold there is a representative governing committee presided over by a general. This committee, taking the one at Malabon, a town of some 30,000 inhabitants, deals out justice (it incidentally shot four officials the morning I was there) and directs affairs municipally. It fixes the market prices of all goods and levies taxes to carry on warlike operations. In addition it edits and publishes every ten days a newspaper which has the ancient and serviceable title *La Libertad*. The most picturesque features of the paper are the usual articles urging the people to be up and striking for liberty—incentives to rebellion the Spanish would call them; two or three poems filling up corners which should be profitably devoted to advertisements—intended to be patriotic if their metre were better; and warlike dispatches recording victories through "the irresistible force of their invincible arms," which expression sadly reads as if it were plagiarised from the *Comercio*. Seriously, the insurgents believe that their fight is nearly won and the capture of Manila will mean the formation in decent orthodox form of the New Republic. The Americans, they say, have come generously to their aid to enable them to secure that end, though personally I am very dubious concerning that generosity. They believe it, and that belief opens up a vista of much future trouble, which is apparent to all who have had intercourse with the Filipinos. Whatever course the Americans decide to adopt as to the future government of these islands, their work will be arduous and extremely difficult. In the first place they have had no experience of the government of Asiatics, and with hordes of armed natives abroad fresh from victories over European soldiers, and imbued with such now firmly established notions as to their own independence the task is one that any Government well versed in Asiatic subjugation might pause to accept. It is to be hoped the Americans may come well out of their ordeal, and that no compromise will be entered into regarding the future government of the Filipinos that is derogatory to the dignity of a Western people.

As far as the present aspect of affairs is concerned the situation remains much the same as when I last wrote. The Insurgents surround Manila, though they have not yet broken through the cordon of forts which surround the suburbs. The information which

your representative obtained from the *Linnet* on her arrival at Hongkong is incorrect in a few particulars. The Captain-General Augustin has had no dispute with the Archbishop (who by the way is still in Manila and not a refugee at Shanghai as stated by a paper there) and he has not resigned his command. Everything is still in the hands of General Augustin, who, left by his Government at the mercy of the Americans and insurgents, is apparently doing his utmost to sustain the honour of the Spanish arms. The two hundred Spanish wounded brought by permission of Admiral Dewey and Aguinaldo from Cavite last Sunday complain of bad treatment and neglect by the rebels. Considering that the Spanish never encumber themselves with either insurgent prisoners, whole or wounded, the Spanish should be grateful for their preservation. The fort and magazine at Malate have not "been captured after very bitter fighting in full view of the fleet." The insurgents for nearly three weeks attempted day and night to capture the Polvorin, but in spite of every effort their attempts have been unsuccessful. The chief objection is the Spanish artillery, and the insurgents have not yet had sufficient military discipline or experience to stand a shell fire. Attacks are constantly made on the Spanish lines, but those attacks are of brief duration, for the insurgent fire always terminates when the Spanish field pieces and mountain guns reply. I understand that Mr. L. M. Jackson, a former Captain in the U.S. regulars, and well known at Shanghai, is drilling the natives into shape at Cavite. With the telegraphed reports of a Spanish Squadron en route for the Philippines, the peculiar attention the Germans are paying "to their vast interests in Manila," which require a big fleet to guard, and the non-arrival of naval and military reinforcements, the position of Admiral Dewey is unpleasantly responsible.

The defences of the old city are still being proceeded with. Sand bags now line all the walls, excepting in places where thick wooden beams are placed parallel, resting on small blocks of wood and this leaving a space for firing from. Everything affording cover in front of the walls has been removed and the place now wears an entirely altered aspect. The magnificent avenue of trees leading from the Puerta de Espana to the Luneta has been cut down by gangs of convicts presided over by the Engineer Corps and to-day the destruction gang commenced cutting down the trees in the Botanical Gardens. From a picturesque point of view Manila has been robbed of her chief attractions for many years to come, though it is difficult to harmonise this with the enlightening statement in the *Comercio* a few days ago to the effect that the trees had been removed to beautify the scene, improve the perspective, and to show that "Manila was not a hamlet in a forest but a walled city." The man who wrote that was an unconscious humorist and evidently missed his vocation in writing obituary paragraphs. One nice little trap prepared for the attackers I particularly noticed. Several artillerymen were engaged in covering the approach leading to the ditch in front of their guns with small sharp pointed bamboo stakes over which they loosely sprinkled earth with the object of concealment. No doubt the soldier who suddenly jumps or kneels on one of these will probably miss his aim. The branches of the trees that have been cut down have also been judiciously stuck in the creek in front of the walls, though the ultimate result of a decayed and stagnant vegetation right under the walls will be more harmful to the occupants of the city than to the besiegers who will not be allowed by Spanish volleys to get near it and realise its effects.

There has been a good deal of discussion going on amongst the Consular Corps concerning the possibility of securing a place for a neutral zone to be occupied by foreigners—the rough weather lately compelling a general exodus from the vessels in the bay—and to be guarded by foreign sailors. On Friday afternoon the Consuls met and Mr. Rawson Walker, the doyen, was instructed to approach Admiral Dewey on the subject, and I learn that the Admiral has preferred to let the question stand over until the arrival of the American General. Early this morning the engineers attacked the railings in front of the Botanical Gardens

and both iron and stonework have been ruthlessly cast down. In addition I am informed that large quantities of petroleum are stored in the *Quartels*, or barracks, outside the city and these will be set on fire at the necessary moment. The engineers have also decided to "cut" the bridges over the *Pasig*, all of which are remarkably fine specimens of bridging art, particularly the Puente d' Espana and the iron bridge at San Miguel. It is a great pity that the confidence of the Engineer Corps in the defensive properties of the old walls of the city against a heavy bombardment lead them to commit these atrocities. An Englishman secured the orchids in the Botanical Gardens for a few dollars, though the collection was worth some hundreds.

The *Cebu* (which is not sunk) is moored off the end of the Luneta with the apparent object of crossing the fire from the walls at any troops who may have the courage to land in front of the Luneta.

The old city is crowded with human beings, and there must be at least 12,000 people within its walls, and it is very much to be doubted if the troops are sufficient now to man the entire defences. Yesterday the native soldiers were withdrawn from the outposts in consequence of desertions to the enemy.

H.M.S. *Pigmy* and the steamer *Yuenyang* arrived on Saturday, 25th inst., and yesterday H.M.S. *Bonaventure* left for Weihaiwei, being relieved by the *Iphigénia*. The French Admiral also arrived on the 25th on the *Bayard*.

The s.s. *Esmeralda* is about to leave with many Chinese passengers for Amoy and Hongkong, and the *Crown Prince of Germany* is leaving with 1,000 Chinese coolies for your port.

The semi-official statement made in Berlin that the large German squadron is necessary to protect German interests here is extremely informing, considering what such interests really amount to, which a gunboat of the *Rattler* displacement would be amply sufficient to protect. Comparatively speaking then the whole of the British Asiatic squadron should ride in Manila Bay. The Germans are so careful!

Mr. Rawson Walker, the genial British Consul, is again residing on shore, being a guest of Mr. R. Wood, of Smith, Bell & Co. Most of the foreigners have left the ships in the Bay and one and all are hoping that the existing state of affairs will soon terminate.

Manila, 30th June.

Things are pretty much the same as when I wrote two days ago. The insurgents keep to their positions and the Spanish do likewise and at some time during the day and night they blaze away at one another periodically, when little harm is done on either side. The insurgents cannot stand the music of the shells from the Spanish field artillery, and are probably beginning to realise now that intrenched positions cannot be captured by indiscriminate volley-firing from a distance. One thing is obvious—that the insurgents will never break through the Spanish lines, and if the Spanish only had them to deal with they would undoubtedly make short work of them, in spite of their retirement from Zapote. I was informed that the rebels burst one of the field pieces they received from the Americans through improper handling. To show you how defective the rebel firing is, I may state that Captain de Concha's naval brigade, which was stationed at the Polvorin for one week, where there were incessant rebel attacks in force day and night, only sustained a loss of seven killed and wounded. How the insurgents managed to capture so many prisoners is somewhat of a mystery, unless the besieged Spaniards were starved into submission.

General Monet, who was reported to have been shot in five places and thus met with a soldier's death fighting hard for his country, astonished every one by turning up at Manila on Tuesday last. It appeared that he had left his force of 700 cazadores (deserted it, we would call it in Anglo-Saxon) and had brought down the Captain-General's wife and family, and several Spanish ladies. He escaped from the Pampanga river in a small steam launch and steamed down flying the Geneva cross, fully expecting to be captured by the Americans, to whom he was fully prepared to surrender himself. The American look-out was deficient, for he steamed into the mouth

of the river and hauled up at the Captain of the Port's office, without the slightest interference. He reported that his soldiers were starving and were surrounded by thousands of rebels. Also that there are eighteen priests with the soldiers, whom the insurgents have a premium on, and there is also on the Pampanga river a small Spanish gunboat, the *Leyte*, commanded by Lieut. Peral. The Indian troops mutined against the general, and joined the insurgents. Yesterday it was reported that he had left in a steam launch to return to his post, but I am unable to verify this.

Coronation Day was fittingly observed by Captain Chichester holding an "At Home" on the *Immortalité*, to which all British subjects were invited. The weather was too boisterous to admit of many accepting his hearty invitation.

Manila, 1st July, Noon.

The U. S. cruiser *Charleston*, conveying the *City of Peking*, *City of Sydney* and *Australia*, arrived yesterday afternoon, after I had sent my last dispatch, with the U.S. troops on board.

It is expected the disembarkation of troops and stores, etc., will occupy three days, which period it is believed Admiral Dewey will use for his period of ultimatum.

To-day the Spanish have retired from the Waterworks, which the rebels will take possession of.

It is expected the populace will compel Augustin to surrender in spite of his preparations for defence, as they fear a bombardment.

A VISIT TO THE LINES OF THE PHILIPPINE INSURGENTS.

The following is a description by Mr. P. G. McDonnell, correspondent of the *New York Journal*, of a visit paid to the insurgent lines near Manila:—

Manila Bay, 28th June.

I have just returned from the insurgent front, after having made a trip across country to the district where the most active fighting is taking place, and been under the fire of the Spanish guns at Malate. This fort is the southern outpost of Manila itself.

On Monday morning I set out from Cavite Arsenal accompanied by Lieut. W. R. Brice, Secretary to General Anderson, and Mr. Pri-deaux, chief officer of the *Zafiro*. The journey from Cavite to Novaleta was made in caromatas, the little two wheeled native carts resembling an overgrown ricksha more than anything else. At Novaleta we secured four little native ponies, scarcely larger than our Shetlands, and here the real part of the trip commenced. All along the soft muddy road there were evidences of the recent fighting between the Spanish and insurgents. Almost without exception, the bridges were wrecked or entirely blown up, and frequent trenches and barricades turned the road bed aside, much to the discomfort of the one little cart that carried our baggage and edibles.

After an hour's riding we reached Cavite Viejo (Old Cavite). As in most of the towns, the only substantial buildings are the churches, and the walls of these are of several feet of stone and brick. It has been the custom of the Spaniards to retire to the churches when hard pressed, and here they were safe from the bullets of the insurgents. But recently some few field pieces have been captured and one or two guns were taken from the arsenal at Cavite. This church at Old Cavite is the first evidence of the insurgent skill in using the newly acquired weapons. Immense holes are torn through the roof and walls and one corner under the tower is almost entirely shot away. At Old Cavite some 270 Spaniards surrendered after having been cooped up and fired on for several hours. A temporary barricade of heavy stone had been constructed around the walls, and when driven from this they retired within the church and after tearing up the floor used the boards and earth to barricade the doors and windows. The statues, pictures, and tapestry have all been removed, the altar was shattered by a shell that passed through the heavy wall just behind it, and along what was once the communion rail is the gilded ruin of the bishop's state chair. As I photographed the inside some 100 natives accompanied me and pointed out the havoc that had been wrought. We passed on without inter-

ference to Bincayan, where our passports were demanded for the first time. Between Bincayan and Bacoor the road suddenly terminated in a creek some 200 ft. wide and five or six feet deep. There were evidences of what had once been a bridge, which, however, had suffered the fate of most of the bridges the Spanish had passed over on the retreat to Malate. In response to our calls some natives appeared with a raft and on this our caromatas and three ponies were ferried across.

At the next town, called Bacoor, the church and principal houses were almost completely wrecked, while barricades across the streets were still untouched. At this place there has been very severe fighting. The rebels gained possession of the church and held it, while at intervals during the three months just previous to the war the Spanish gunboats bombarded the town. The walls and roof are full of holes, while almost the only parts of the tower that have escaped are the dials of the clock. The ceilings of this building were lined with zinc and immense jagged sheets of it are hanging down where they have been torn off by shells. I spent some time here in the house of Marcelino Gomez, a very intelligent native who has spent some years in England. His being the strongest house in the town was for a time converted into a kind of fort. The place is simply riddled with bullets, though the aim must have been wild, for though the marks ranged up from the cellar the roof seems to have received most attention. The ladies of Mr. Gomez's family are making most of the insurgent flags and ribbons for the sombreros. I photographed them with a handsome silk flag for a back ground. This flag is a gift to the General Emilio Aguinaldo. Senora Gomez on learning that I was an American begged me to accept an insurgent flag she had just finished. All the gold in the stars and sun and rays of the banner are made from the trappings, braids, etc., captured from the Spaniards. The three stars represent the islands of Mindanao, Luzon, and Viscaya—the eight rays indicate the eight provinces that have declared war against the Spanish—the red stripes devote the blood that has been shed—and the blue field is emblematic of hope.

Between Bacor and Zapota we overtook a caromata carrying a priest and native driver. He addressed us in Spanish and on learning that our destination was Paranaque, he invited us to spend the night at the convent, as that was his parish. Our surprise was naturally very great at seeing a priest at this date going openly through a rebel country; but for some time we rode on without making inquiries. At Las Pinas, when we changed ponies, the priest asked, "Senors, are you English or French or—?" "No, Padre, we are Americans." The old priest's face was a study as he devoutly made the sign of the cross, exclaiming "Mother of God! saviours of the country!" We then learned that he was a Philippine or native priest, Manuel Ocale, much respected by the people and hence dwelling in safety in his convent, while the others had rushed out of the country in fear of their lives. Paranaque was reached at dusk, where we found it as he said. He lives in solitary grandeur, the head of his parish, without a single lay brother and surrounded by his people and servants. The church is used as the military headquarters and arsenal, and in the courtyard the men assemble to receive the Padre's blessing before the skirmishes, and call the roll to ascertain the killed and wounded on their return.

We spread our dinner in the centre of the great refectory, once crowded with priests but now deserted save for the Padre, who entertained us with accounts of the recent fighting. Several messengers came in with reports of the attack on Malate, then in progress, and we hastened to finish our meal and push on to the trenches some four miles away. Just at the conclusion of dinner the Padre drew out a Spanish flag bearing the arms of Castile and begged and insisted upon our using it to wipe our hands. Later on he presented the flag to me and expressed a hope that it would some day be seen in America. It was taken from the 74th Regiment of the line of Manila by insurgents under General Norial.

We had been but a short time on the road to Malate when a heavy shower set in, almost blinding in its force. About 2½ miles out we encountered

the General, his officers, and about two hundred men returning, the weather having driven both sides to shelter. We accompanied the men to the church, where the roll was called and arms stored, and then repaired to the General's headquarters, where it was arranged we should stay the night. In the morning Lieut. Brice and Mr. Prideaux returned to Cavite. An attack was planned for the afternoon and evening and accordingly about one o'clock I set out for the forts at Malate with General Mariano Norial, Colonel Julian de Ocampo, and a company of 120 men and boys under Captain Gregoris de Gina. Very little attempt is made in the direction of military discipline, the men marching in all formations and carrying weapons in the manner most convenient to them. Indeed any formation would be almost impossible as the roads are in terrible condition, the constant rains at this season of the year making the mud inches deep. When we reached the entrenchments we found the guard of the previous night driven back some 200 yards to reserve barricades and the men exchanging shots in an irregular manner. There was no order or commanding among them, it was simply a case of fire when you can see someone to shoot at. General Norial sent a detachment of men to bring up to the front a large rifled Krupp gun, a most valued prize, taken from the Spaniards at Old Cavite. The low-lying country in the vicinity of Manila and in the direction of Paranaque and Malate is overgrown with tough vines and creepers and once a person leaves the road there is nothing but the zigzag maze through the swamp lands. Over this slippery soft ground the cannon was dragged by some twenty men and after much effort was finally placed in position at a hole hastily opened through the barricade. The insurgent forts, or rather earthworks, are nearly always on the same general plan. They are formed by digging trenches and throwing up the earth to a height of about six feet, and four to eight or nine feet in width. The soil is held in place by bamboo mattings and poles. They are easily and quickly constructed and quite serviceable. Much of the firing is done over the top of the work, though some few holes are opened.

As soon as the cannon was in position the men dispersed themselves at whatever points they pleased and the firing soon became general. The first shot from the Krupp gun called forth an answer from the Spanish heavy guns and shells were soon merrily whistling about the little barricade. At this time the distance between the forces was probably 1,600 yards, the Spanish being outside the Malate fort in intrenchments similar to those of the insurgents. With my glass I could plainly see the men. As the rifle firing at this distance was of practically no account, the men on both sides frequently exposed themselves above the earthworks. At the rate they were firing and the accuracy of aim, shots might have been exchanged for weeks with small discomfort to all concerned.

The insurgents have made the jungle full of traps and unexpected trenches, so that they are able to retreat or advance with comparative safety. To one of these flanking trenches entirely hidden by shrubbery and creepers, a number of men were despatched while the firing continued from the earthworks. Shots sent in from cover at closer range quickly took effect and after firing a number of times in the direction of the jungle where the smoke arose, the Spaniards kept under cover and exposed themselves no more. Just then a heavy shower came up and during the double advantage the insurgents moved forward and again took possession of their lost earthwork. The big gun was moved up into position and after the rain had ceased firing once more began and was kept up until dark. Two insurgents were wounded, one of them a boy of 14 years. As far as I could make out no other casualties occurred. As darkness set in the General and most of his officers retired to Paranaque, the big gun was taken back to a place of greater safety, and a guard left to defend the fort; while on the other side the Spaniards could be seen retiring to their stone fort at Malate. As it rained and stormed almost without interruption during the night operations were suspended on both sides.

To one who has not actually seen these people, and the condition of the country, the guerilla

warfare that is being carried on seems strange and even ludicrous. Every one is a soldier, men, women, and children. Boys of twelve and thirteen years of age carry rifles almost as large as themselves, and carry them long distances with never a murmur. All the troops are barefooted and clad in costumes more picturesque than useful, especially when the rain sets in. Even the officers, except the General and one or two others, remove their long boots when heavy work is on or fighting to be done; the country is such that one can get over the ground much quicker and with infinitely more comfort without boots. Only about half the fighting men around the Bay are armed with rifles and very many of these rifles are the spoils from Spanish prisoners, as the arms of Spain stamped on the barrels attest. The officers almost without exception wear the swords, pistols, and boots that have been taken from captured Spanish officers. General Norial wears a beautiful gold mounted sword with a cross shaped hilt and a fastening button mounted in the form of the shield of Castile.

The houses all though the country bear the marks of fighting and Spanish bullets, but in nearly every home is something that tells of the wealthy Spaniards and priests. Pianos are common and in the home of the General at Paranaque two of them have places in the family room. Large desks, handsome cane chairs, and beds are found in many of the larger houses, statues and furniture designed for churches and drawing rooms ornament primitive thatch covered houses, while tapestries flutter from caseless windows. In one place is an organ too large to be taken into the house and as it stands covered with a shed for protection against the rains it presents a striking illustration of the old adage—To the victors belong the spoils.

CONSUL-GENERAL WILDMAN.

In the *Gazette* it is announced that H. E. the Acting Governor had been pleased to recognise Mr. Rounsevelle Wildman as Consul-General for the United States. As a matter of fact Mr. Wildman has been Consul-General for some six months, but the formalities which have to be gone through are so many that considerable delay is occasioned, it taking from six to seven months for a Consul-General to get his commission from the court of the country to which he is accredited. Mr. Wildman's written exequatur (a recognition) bears the sign manual of Her Majesty the Queen at the top and that of the Marquis of Salisbury at the foot. To begin with the appointment is made by the President of the United States. After going before the Senate for confirmation it is sent back to the President for signature. It then goes to the State Department, by whom the commission is transmitted to the American Ambassador in London, who takes it to the British Foreign Office, where a new commission is made out. This new commission, together with the exequatur and the old commission, is forwarded to the American Ambassador in London, and at the same time the Governor of the colony is notified that the exequatur has been granted.

The position of Consul-General enables the holder to use the title Consul-General when writing to the Colonial Government, entitles him to a salute of nine guns from men-of-war in harbour, and to the relative ranks of Commodore in the Navy and Brigadier-General in the Army.

The honourable post of representative of the United States in Hongkong comes third on the list as regards importance so far as the United States are concerned, the representative at London coming first and the one at Paris second. Hongkong being a Crown colony and the American Ambassador at London farther away than the State Department, with whom communication is in consequence direct. For this reason the adoption of the more pretentious title has been in contemplation for some time. Independent of this, however, the splendid manner in which Mr. Wildman has performed the onerous duties devolving upon him at this important crisis in his country's history has fully entitled him to this recognition.

Rounsevelle Wildman, M.A., M.L., was born at Batavia, New York, on March 19th, 1864, and is the son of Rev. Edwin Wildman, M.A.,

Ph.D., and Helen Rounseville, who was a daughter of Col. James P. Rounseville. Though comparatively a young man Mr. Wildman has already made his mark, as the following brilliant record will show:—Educated Genesee Wesleyan Seminary, Lima, N.Y., and University of Syracuse; editor and manager of *Idaho Statesman* (Boise) 1888-90; member of Idaho Delegation to Congress, October, 1889-June 1890; U. S. Consul, Singapore, 1890-92 and Commissioner Smithsonian Institution for Malay Peninsula and Siam.; U. S. Consul, Barmen, Germany, 1892-93.; U. S. World's Fair Commissioner, Chicago, 1893; editor and President *Overland Monthly*, San Francisco, Cal., 1894-97; U. S. Consul, Hongkong, China, 1897; Director Geographical Society of California.

THE CONDEMNED MAN OZORIO.

A REPRIEVE REFUSED.

DATE OF EXECUTION FIXED.

A meeting of the Executive Council was held on the 1st July. His Excellency the Acting Governor, Major-General Black, presiding, for the purpose of considering a petition largely signed by members of the Portuguese community praying that the sentence of death passed upon Joan de Matta Ozorio for the wilful murder of Francisco Xavier de Jesus on the evening of May 9th be commuted. The Council, however, decided that the law must take its course, and Monday, 11th July, was fixed upon as the date of the execution.

The following is a copy of the petition:—

To His Excellency Major-General Wilsone Black, C.B., The Officer Administering the Government of the Colony of Hongkong.

The Humble Petition of the undersigned, members of the Portuguese Residents in Hongkong

MOST RESPECTFULLY SHEWETH:—

1.—That the Portuguese Community resident in Hongkong, whether subjects of Portugal or born or naturalized in Hongkong, have been, at all times, a most peaceful and law-abiding community and have contributed, in some degree, to the progress and prosperity of Hongkong.

2.—That crimes of violence in every form are very rare in the colony, and have been at all times foreign to the habits and disposition of the Portuguese section of the community, among whom there has been a singular absence of such crimes.

3.—That there is no pressing necessity at the present time for any terrible example of the power of the law such as may sometimes exist and no special reason why every consideration should not be given by Your Excellency in the exercise of the prerogative of mercy vested in you by Her Most Gracious Majesty the Queen Your Sovereign, to any reasonable grounds that may exist for the exercise of that prerogative in the case of Joao da Matta Ozorio lately convicted of the wilful murder of Francisco Xavier de Jesus.

4.—That your petitioners view that murder with horror, and most deeply sympathise with the widow and family of the late Mr. de Jesus in their heavy loss and deep sorrow; that they admit the justice of the verdict and sentence and that they have no hope, except in the clemency of the Crown and of Your Excellency.

5.—That they earnestly entreat your Excellency with all the power of their united prayer, for a commutation of the sentence on Ozorio, out of consideration for his family and friends, out of consideration for the Portuguese community who will be put to shame by his public execution, out of consideration for the criminal himself to give him time for repentance, out of consideration for the Portuguese nation and people, the faithful allies and friends of Great Britain, who have abolished the death sentence among themselves, who have stipulated in their treaty for the extradition of criminals, that no English subject given up by them shall be subject to the penalty of death and, who will feel ever grateful, if, in the administration of public justice on a Portuguese subject who has become liable to the extreme penalty of English law, regard may be had to Portuguese feeling and opinion.

We therefore humbly pray your Excellency to be pleased to exercise in this case the

glorious prerogative of mercy entrusted to you by Your Sovereign and to commute the sentence passed upon Ozorio to such lesser sentence as you in your wisdom may think fit. And your petitioners as in duty bound will ever pray, &c., &c.

THE CONTAGIOUS DISEASES ORDINANCE.

ITS RE-ENACTMENT CONTRADICTED.

[SPECIAL TELEGRAM TO THE "DAILY PRESS"]
Singapore, 1st July.

The London branch of the Straits Settlements Association telegraphs denying that the home Government has sanctioned the re-enactment of the Contagious Diseases Ordinance at Hongkong.

THE NEW BISHOP: HIS STATUS, STYLE, AND TITLE.

In his monthly "Notes" for July the Rev. R. F. Cobbold, chaplain of St John's Cathedral, says:—

"At last we are able to announce that the Archbishop has made a selection for the vacant bishopric here. We have heard privately from our new Bishop that the consecration was to take place on St. Barnabas' Day (June 11th), and that he proposes to leave England early in October, and to take up his residence at St. Paul's College as soon as possible. We shall be very glad to welcome the Bishop of Victoria in his diocese.

"There seems to be still a doubt in some minds as to the position of an Anglican bishop in Hongkong, and the title by which he may be known. There is not sufficient reason for this uncertainty. The facts are clear. We think it must arise partly from some confusion between the ecclesiastical office of a bishop and the extent of his jurisdiction; partly also from an attempt to draw a distinction between one kind of bishop and another; and partly from certain facts connected with this diocese, to which we shall presently refer.

"In reality every bishop is a missionary bishop, just as every priest is a missionary priest, and the Church of Christ a missionary Church, —if it were not it would scarcely be *Apostolic*. At the same time the term 'missionary bishop' has become associated with those bishops who are sent out to foreign lands by one of the recognised missionary Societies, and paid by them, for the purpose of superintending the mission work amongst the heathen or amongst native Christians, and, of course, performing there the functions peculiar to their office. But inasmuch as there will probably be in such a district a number of British residents, members of the Church of England, who may have their own priest (no matter by whom appointed) to minister to them 'the Word of God and the Holy Sacraments,' such a community would naturally come under the spiritual oversight of the bishop resident there. This, however, is not the case in regard to the Bishopric of Victoria, Hongkong, where the bishop is, *not sent out, nor paid by*, one of the Societies, but is chosen and commissioned by the Archbishop of Canterbury and paid out of an endowment, especially created for the purpose, and administered by the Council of the Colonial Bishops' Fund. To speak of the Bishop of Victoria as a 'missionary bishop' in this sense is manifestly incorrect; and it is also inaccurate to speak of him as 'Bishop of South China' as though Hongkong were a part of the Chinese Empire, or did not exist at all. On the other hand, if we consider the position of an Anglican bishop in one of the Colonial dioceses of, say, Canada or Australia, it is evident that within his diocese he will in addition to his work amongst the colonists, organise, and exercise episcopal control over, work which is purely of the nature of evangelisation of the heathen, and the building up of a national Christian Church; and in this way he is really a missionary bishop. But neither is this exactly the case of the Bishopric of Victoria, Hongkong. If we take the case of the Bishopric of the Falkland Islands (a Crown colony), which is more nearly analogous, though not completely, to the Bishopric here as originally constituted, we find that the Bishop's jurisdiction is the 'Falkland Islands

and spiritual superintendence over clergy of the Church of England in South America (excepting the diocese of Guiana.) He is not called the Bishop of South America. We fear that when people speak of the Bishop of Victoria as being only a missionary bishop they generally mean that he has to do with the mission of the Church to the heathen and with nothing else. If this be so it is a great mistake, for it seems to imply either that the missionary work of the Church is of no importance to those who thus speak of it, or else that they do not recognise the fundamental principle that the Church of England is an episcopal Church. If the Bishop of Victoria, Hongkong, whose jurisdiction is 'Hongkong, and the clergy of the Church of England in South China,' is not our bishop, who is? There are not two kinds of bishops any more than there are two kinds of priests.

"And here it may be added that when a bishop resigns his see he does not cease to be a bishop. He only ceases to exercise the functions of his office in a certain locality, over which he has previously presided, and where another bishop is, in theory if not in practice, immediately appointed to exercise the same. With his jurisdiction goes his territorial title, whether held by deed or by courtesy. He is a bishop still, and can no more revert to the limited order of a priest than a 'curate,' who on resignation of his cure ceases to be vicar of so-and-so, reverts to the more limited order of a deacon.

"We now refer to a few facts in connection with the Bishopric here, the right of the Bishop to be called 'Bishop of Victoria,' and the sphere of his present jurisdiction. We take the following paragraph from the *Digest of S.P.G. Records*, quoted in the 'Directory of the Anglican Church in the Far East':—

"In 1842 the Society for the Propagation of the Gospel 'appealed for funds for planting a branch of the English Church in the newly acquired settlement [of Hongkong], with a view to not merely provide the British residents with the means of grace, but also for the more effectual introduction of Christianity into the Empire of China. During the next four years the Society assisted in raising an endowment for a Bishopric there. . . . On May 29th, 1849, the Reverend George Smith was consecrated in Canterbury Cathedral by the title of Bishop of Victoria to the spiritual oversight of Hongkong and the Consular stations or factories in China, the primary object of the Bishopric, however, being to promote missionary work among the natives of the Empire.'

"The S.P.G. was not at that time in a position to send out one of their own men, and the Rev. George Smith, who had been sent out by the C.M.S. about five years before, became the first Bishop, being appointed by the Archbishop of Canterbury. After nineteen years Bishop Smith resigned and the Rev. C. R. Alford was consecrated, and became 'Bishop of Victoria' with the same jurisdiction as his predecessor. On Bishop Alford's resignation in 1872, the large area of jurisdiction was divided into two—'North China' (including that which is now called 'Mid China'), and Victoria,—the dividing line being between the provinces of Fu-kien and Che-kiang and westward along latitude 28 deg. It is plain that the old name of Victoria, which had included so much, was no longer strictly applicable (though but for another circumstance it might have been made so) to the now limited area of jurisdiction; and for this reason the original Letters Patent were revoked or rather not renewed; and a new bishop (then the Rev. J. S. Burdon) was consecrated (1874) under the Queen's mandate to officiate 'in one of Her Majesty's Possessions abroad.' Thus the diocese of Victoria included, as it still does, 'Hongkong and the clergy of the Church of England in South China.'

"The original endowment was maintained for this Bishopric in spite of the division of the area, and it is important to note here that in the event of any further division, as for instance the severance of jurisdiction in the Fu-kien district, we have the assurance of the Trustees (the Council of the Colonial Bishops' Fund) that 'under no circumstances will the endowment of the see of Victoria, Hongkong, be in any way alienated.' This is supported by the statement of the late Archbishop of Canterbury that 'the income of the present Bishop

of Hongkong must not be diminished in order to provide further episcopal supervision.

We have referred above to another circumstance which led to the non-issue of new Letters Patent in 1874. This was the decision about that time that the Queen's power to give titles was doubtful in the colonies. Thus, strictly no new title was conferred, but the consecration of the Bishop was ordered by mandate and gazetted, and he received by courtesy the title of Bishop of Victoria. The same thing has taken place in other colonies, and invariably the title held by the preceding Bishop under Letters Patent has been accorded by courtesy to his successor, and the territorial signature is recognised as ecclesiastically correct.

We are indebted for some of the foregoing facts to a memorandum given us by Mr. E. F. Alford, who received them from his father, the late Bishop Alford.

One point more has to be mentioned. It is asked, sometimes, whether Disestablishment in Hongkong has not made some difference. This act does not in any way touch the ecclesiastical title or jurisdiction. The see was practically disestablished in 1872, after Bishop Alford's retirement, that is to say the Crown ceased to nominate to the Bishopric. Fortunately it could not be disendowed, and ecclesiastically it exists as before. It is a matter of regret that this act afforded the opportunity, to those only who wished to do so, of ignoring the social and ecclesiastical position of the Bishop.

The disestablishment and disendowment (1891) was chiefly in regard to the incumbency of the Cathedral, whereby the office of Colonial Chaplain was abolished and the duty of making provision for the due performance of divine worship in the Cathedral was put upon the Church Body, the members of which were then nominated by the Government, and thereafter to be duly elected.

St. John's Church is called St. John's Cathedral because it is the principal church in the diocese, and contains the Bishop's seat. Although a part of the Bishop's work lies in various mission stations in Hongkong and in South China, he is still 'ecclesiastically Bishop of Victoria, Hongkong,' and we trust that during his residence here Bishop Hoare will often be able to take part in the services in his Cathedral.

In connection with the above another question arises, not touched upon by Mr. Cobbold, namely,—Is the Bishop entitled to be addressed as a lord? On this subject we note in a Japan contemporary the following extract from *Notes and Queries* :—

It is a fallacy to suppose that the title "lord," applied to a bishop, belongs to him only as a member of the House of Lords. There is a spiritual hierarchy as well as a temporal peerage, and the one has as much right to a title as the other. Just as a priest was styled "Sir," so a bishop is a "Lord," and graduates are still called "domini" at the universities. In Elizabeth's time the Suffragan Bishop of Dover was styled "My Lord of Dover." The following extract from a letter written by the Right Hon. R. A. Cross, Secretary of State (now Viscount Cross) to the Archbishop of Canterbury, May 22, 1874, reads :—

"There is ample documentary evidence that predecessors of the present bishops suffragan were, up to the disuse of their office in the reign of James I., every whit (whether by right or courtesy) as much 'lord bishops' as the diocesan, peers of Parliament."

DELAY IN THE DELIVERY OF THE MAIL.

6th July.

The French mail steamer arrived about six o'clock yesterday morning, but it was not until half-past seven in the evening that the newspaper portion of the mail was delivered. To a written enquiry addressed to the Post Office about half-past three in the afternoon we received the following reply :—"Owing to pressure of work it has not been possible to sort the newspapers. They are being sorted now." What the pressure of work could be we do not know, but it must have been something extraordinary to justify the postponing of the delivery of a mail for so many hours. When the Chamber of Commerce recently expressed the opinion that it would be a con-

venience if the letters by the French mail were delivered first and the newspapers left to be dealt with afterwards we do not think it was intended to convey the idea that the newspaper portion of the mail was of no consequence and could be laid aside indefinitely. Residents at the Peak will no doubt have been disappointed at having to wait for their mail papers until to-day instead of receiving them yesterday, more especially as the English mail is due to-morrow, so that they will not have time to get through one mail's reading before receiving another.

7th July.

We hear of newspapers by the French mail which arrived at six o'clock on Tuesday morning having been delivered as late as half-past eleven on Wednesday morning. In the matter of dilatoriness the Hongkong Post Office could easily take first place.

8th July.

Mr. H. L. Dalrymple writes :—Adverting to your paragraph in this day's paper re delivery of French mail, a much more glaring case of delay has been my experience. A registered London letter did not reach me until noon yesterday, Wednesday.

DEATH OF MR. HUGH MCCALLUM.

Our last issue contained a brief announcement—an announcement which we made with extreme regret—to the effect that Mr. Hugh McCallum, late secretary of the Hongkong Sanitary Board, died at the Government Civil Hospital at ten past ten on the evening of the 30th June. To those most intimately acquainted with the deceased gentleman the news did not come unexpectedly. He had been in failing health for several years. In 1887 he had a severe attack of remittant fever—so severe that his life was almost despaired of—and in 1894 his condition was such that he was obliged to go home on leave. He returned to the colony in 1895, when he resumed his labours. Three or four months ago he was taken ill in the office and was conveyed to the Government Civil Hospital. He subsequently left for Japan, hoping that a change of climate would be beneficial. Varying reports were received with regard to him from time to time, but when he returned to the colony on the 12th June he was so ill that he had to be carried to the Hospital in an ambulance. A few days afterwards, feeling that his health would not permit of his returning to duty, he sent in his resignation, which was laid before the Sanitary Board on June 16th, when a resolution was passed in which the Board placed on record its appreciation of Mr. McCallum's work and regretted the cause of his resignation.

Mr. McCallum first came to the colony in 1878 as apothecary and analyst to the Government Civil Hospital. In 1883 he was transferred to the Sanitary Board as Sanitary Inspector and Secretary with a seat on the Board. He was subsequently appointed Sanitary Superintendent and Secretary to the newly-constituted Board, but without a seat on the Board, which appointment he held up to a few weeks ago. At the meeting at which Mr. McCallum's resignation was announced the President of the Board (Dr. Atkinson) and the Vice-President (the Hon. F. H. May) bore testimony to his untiring energy in furthering the interests of sanitation in the colony and the excellent work he had done, the Vice-President remarking :—"If any section of the British nation can claim any special share in the work of rearing our empire up to the stupendous position which it now holds it is the civil servants of the empire, who may more justly than any other section claim a special share in such work. And in referring to civil servants I mean not the few brilliant and favoured ones—the Governors, Governor-Generals, and Viceroys of the empire—but the rank and file of the civil service, whose industry, whose experience, and whose tact and discretion in many cases enable their more gifted and more brilliant colleagues to carry out large administrative successes which without the aid of their experienced and hard-working subordinates they would not be able to do. I think in Mr. McCallum we had a very typical specimen of the rank and file of the civil service. It is men like him who have made the British civil service what it is. I believe it is the finest civil service in the world, and I believe that but for

our civil service England would not occupy the position she occupies to-day. Mr. McCallum will derive satisfaction from the resolution which has just been proposed, but I feel sure he will leave these shores with a far higher reward—the highest reward which can be given, and that is the consciousness of duty nobly done."

The funeral of the deceased gentleman took place on the 1st July and was largely attended.

THE JUSTICES AND WATERFALL BAY.

A LICENSE GRANTED.

At noon on 5th July a special session of Her Majesty's Justices of the Peace was held in the Justices' Room at the Magistracy for the purpose of considering an application from one James Edwards, for a publican's license to sell and retail intoxicating liquors on the premises situate at Waterfall Bay, under the sign of "The Waterfall Inn." Commander Hastings, Acting Police Magistrate, occupied the chair, and there were also present Messrs. E. W. Mitchell, A. S. Hooper, and C. W. Duggan.

Mr. Gedge, who appeared for the applicant, said this was an application for a license to sell liquor by retail at the mat-shed at Waterfall Bay in consequence of the recent prosecution. Mr. Edwards had applied to the Colonial Secretary for a temporary license, which was refused on the ground that the Colonial Secretary had only power to grant licenses under section 8 of the Ordinance, which section only applied to places of public entertainment or to public occasions for a short period. This place was inaccessible and out of the way, and it was not likely drinking to any extent would go on during the short time in which the applicant proposed to use it—for an hour or so each day and perhaps twice on Sundays—purely for the recreation of bathing. The applicant had started this bathing club, and he thought it was for the public benefit it should go on.

There was no objection, and the application was granted.

THE WATER SUPPLY.

The Hon. R. D. Ormsby, Water Authority, favours us with the following return :—

On 1st July, 1898, the water in Tytam reservoir was 19 feet 4 inches below the overflow, representing a storage of 241 million gallons, while the water in Pokfulam reservoir was 1 foot 2 inches below the overflow, representing a storage of 64 million gallons. The total storage was thus 305 million gallons.

The following are the figures on the corresponding dates last year.

	Level.	Storage.
Tytam ...	1 ft. 9 in. above overflow	410,000,000
Pokfulam full		66,000,000
		Total 476,000,000

The total consumption for all purposes during June was 89 million gallons, giving with an estimated population of 177,450 an average daily consumption of 17 gallons per head.

For the corresponding period last year the total consumption was 99 million gallons, or an average daily consumption of 19 gallons per head for the population.

The Government Analyst reports that the water is of excellent quality.

KIDNAPPING CHILDREN AT CANTON.

Something of a scene occurred on the Bund at Canton on Thursday last in consequence of an attempt to capture a couple of Chinese girls. The incident is thus described by a correspondent writing on Friday :—"Yesterday morning we had some excitement here owing to a party of pirates coming up alongside the Bund and capturing two children and making off up the river with them at full speed. The amah began to shriek "Save life, save life," a Chinese constable on the Bund blew his whistle, quickly summoning a few of his comrades, and for a time there was much shouting and confusion. The British Consul took the matter in hand, however, and promptly sent off some constables in pursuit. They fortunately succeeded in rescuing the children and capturing the pirates, all being brought back the same afternoon."

REBELLION IN KWANGSI.

The *Chung Ngai San Po* publishes information received by telegram of the outbreak of a rebellion in Kwangsi province, the districts affected being Yung-hsien and Lukchuen-hsien, which are not far from Wuchow. The districts mentioned are in possession of the rebels and the district of Watlum-chow is also surrounded. The Canton Government has sent six gunboats to assist in the suppression of the rebellion.

SATURDAY'S GYMKHANA.

THE SOLDIERS AND SAILORS HAVE A TURN.

Judges.—The Hon. J. J. Bell-Irving and Mr. V. A. Caesar Hawkins.

Handicappers.—The Hon. C. R. Chater and Mr. M. Grote.

Starter.—Mr. A. Babington.

Time-keeper.—M. J. McKie.

Clerk of the Scales.—Mr. J. McKie.

Hon. Treasurer.—Mr. G. C. C. Master.

Hon. Secretary.—Captain P. de S. Burney.

After having been twice postponed the third gymkhana of the season took place on the Race Course on Saturday afternoon in the presence of a large company of spectators. His Excellency Major-General Black honoured the proceedings by his attendance. The Asiatics and the King's Own (whose band played some capital music) were strongly represented, having been attracted by a couple of novelty events which had been provided. One was a chattie race for Asiatic soldiers. Each competitor started with a chattie full of water on his head, ran to a post 50 yards off and then home, the first in with most water in the chattie winning. Prizes of \$5, \$3, and \$2 were offered. Seven men had entered and the winners were Gunda Singh (No. 93) 1; Thakar Mal (No. 244) 2; Lachla (No. 394) 3. In the rickshaw race for British sailors and soldiers, for which prizes of \$10, \$5, and \$3 were offered (the third, however, not being awarded), four couples had entered—Morley and Guy, Burton and Morris, Sidders and Phillips, and Williamson and Packer. Morley and Guy carried off the first prize and Williamson and Packer the second. Both these events proved a pleasant change in the programme. Particulars of the other events are given below:—

HALF-MILE RACE FOR CHINA PONIES.—

Weight as per scale; winners of any flat race, once 5 lbs.; twice, 10 lbs.; three times or oftener, 14 lbs. extra; 1st prize, \$50; 2nd, \$20; 3rd, \$10 Result.

Mr. Gresson's Black Deuce, 11st 3lbs. ... (Mr. Gresson) 1

Mr. Medico's Tantivy, 11st 6lbs. ... (Mr. Master) 2

Hon. T. H. Whitehead's Turocz, 11st 7lbs. ... (Captain Burney) 3

Mr. Lewis's Saucy, 10st 9lbs. ... (Mr. Cox) 0

Tantivy looked like winning to begin with, breaking away several times. Ultimately Black Deuce secured the lead and won by a length.

STEEPLECHASE; over the Steeplechase course; weight as per scale with 10 lbs. added; winners of jump races at this year's gymkhanas once 5lbs.; twice or oftener, 10 lbs. extra; 1st prize, presented by Mr. J. McKie, 2nd prize, \$25; 3rd prize, \$10.

Capt. Burney's Buckingham, 11st 8lbs. ... (Capt. Burney) 1

Mr. Gresson's Why Not, 12st ... (Mr. Gresson) 2

Mr. Lewis's Saucy, 11st 5lbs. ... (Mr. Cox) 0

Mr. Kingston's Bannerman, 12st 5lbs. ... (Mr. Brutton) 0

This was a most interesting event. Though Buckingham ran splendidly Why Not ran him close and but for failing at the last ditch, when Mr. Gresson was thrown, would have forced an exciting finish.

POLO PONY SCURRY; 3 Furlongs; for *bona fide* China polo ponies, catch weights over 11st 7 lb.; previous winners of polo pony events at this season's Gymkhanas excluded; 1st prize, \$40; 2nd prize, \$20; 3rd prize, \$10. Post entries.

Capt. Paton's Slander, 11st 9lbs (Capt. Paton) 1

Mr. McClure's Pegasus, 11st 7lbs ... (Mr. McClure) 2

Mr. Cox's Chaffinch, 11st 7lbs. ... (Mr. Cox) 3

Capt. Burney's Buckingham (Capt. Burney) 0

Hon. F. H. May's Red-Rose, 11st 7lbs ... (Mr. May) 0

A close race throughout.

LADIES' NOMINATION EVENT; conditions: the nominees will start at the winning post dismounted, and on the word "go" will mount and ride to a post 100 yards off, pick up a plate (supplied by gymkhana) ride back to nominator who will place 6 oranges in the plate (oranges supplied); nominees will then ride round the post 100 yards off, keeping it on the left, and in; first in with the most oranges in the plate to win; no oranges in the plate to disqualify, and the loss of oranges to be allowed for by the judges; the oranges must be intact as provided; result, 1st prize, presented by Commodore Holland, R.N. Post Entries.

Capt. Johnson ... Mrs. Gawno) 1

Capt. Laurie ... (Mrs. Long) 2

Mr. Lawford ... (Mrs. Singent) 3

MILE AND QUARTER HANDICAP; for all China ponies; first prize presented by Mr. H. N. Mody; 2nd prize, \$25; 3rd prize, \$10.

Mr. Gresson's Black Deuce, 11st ... (Mr. Gresson) 1

Dr. Atkinson's Landsnecht, 11st 9lbs ... (Mr. Master) 2

Mr. Potts's Toosin, 12st ... (Mr. Cox) 3

Mr. Kingston's Bannerman, 11st 1lbs. ... (Mr. Brutton) 0

Hon. T. H. Whitehead's Turocz, 11st 9lb. ... (Capt. Burney) 0

Mr. Medico's Tantivy, 10st 12lbs. ... (Mr. Lawford) 0

This was undoubtedly the best race of the day. The horses kept close together throughout, and it was difficult to tell which would be ahead at the close. The second and third almost reached the winning post together.

TENT PEGGING; three runs will be allowed; 3 points for a carry, 2 for a draw, 1 for a touch; 9 points will be given for pace; 1st prize, presented by H.E. Major-General Wilson Black, C.B.; 2nd prize, \$20; 3rd prize, \$10. Post Entries.

Mr. Cox ... 1

Mr. Simmonds ... 2

Capt. Thwaites ... 3

THE ROYAL HONGKONG GOLF CLUB.

BEST SCORE CUP FOR JUNE.

There were only twelve entries during the month and the only return is subjoined. Embodiment as it does a 10 at the first hole, the card just missed being a very good one:—

Mr. C. H. Grace ... 96 9 87

WATER POLO.

UNFORTUNATE TERMINATION OF FIRST LEAGUE MATCH.

The first league game between the V.R.C. team and No. 1 King's Own team had a very unfortunate termination. The Recreation team from the first had the upper hand, and rapidly put on three goals, besides another which was perfectly legitimate but they gave over on account of a protest by the King's Own. The soldiers had been protesting throughout the game against the decisions of the referee (Mr. G. C. Hayward) of Mr. H. W. Kennet's Kowloon team, and they finally left the water in protest just as half-time was about to be declared. The V.R.C. captain offered to allow the regimental team to choose their own referee and restart the game, wiping out the goals at the credit of his team, but the soldiers declined, making very uncomplimentary remarks about the referee's and the V.R.C. team's knowledge of the game. One of the objections raised by the King's Own was that the referee did not blow his whistle as a signal to re-start when free throws were awarded. Perhaps it would have been better if he had done so, but the rules do not call for it, and after all it was a trivial matter and affects equally both sides. The principal bone of contention, however, was the "ducking" rule, and here we are bound to say we think the soldiers were altogether at fault. Rule No. 13, item D, states: "It shall be a foul to

duck an opponent unless he is holding the ball, or to retain possession of the ball when ducked." The King's Own evidently confounded the word "playing" with "holding" and in several instances ducked their opponents when they were not even handling, evidently being under the impression that they were entitled to do this because the opponent was following the ball and had been the last man to play it. We were very sorry to see the soldiers behave in such an unsportsmanlike manner as to leave the water before the game was finished. They could have protested afterwards, and their protest would have received every consideration. The conduct casts a slur on the Hongkong people's sense of fairplay which I am sure is not deserved, for never previously has any Regiment had anything to say against the treatment they have received from the colony's sportsmen. It was also very hard on Mr. Hayward, the referee. He was asked to officiate because he belonged to a neutral team, and as everyone knows he is not one who would act partially.

It is to be hoped that this untoward incident will not finish the competition, but that a meeting of representatives will be held to discuss the rules and then a fresh start be made.—Communicated.

With reference to the trouble at the water polo match between the V.R.C. and King's Own No. 1 team, on Friday 1st July, we are informed that the dispute as to the rules has been amicably settled. The result of the match is to be expunged from the League table, although the King's Own expressed their willingness that it should stand. To simplify matters for the future it has been decided that the referee shall start the game and restart after any stoppage by blowing his whistle as a signal. The competition will be proceeded with immediately tides are suitable and no further hitch is expected.

HONGKONG ELECTRIC CO., LIMITED.

The ninth ordinary meeting of shareholders of the Hongkong Electric Co., Limited, was held on 5th July at the Company's Offices, No. 27, Queen's Road Central. There were present Messrs. H. L. Dalrymple (Chairman), Hon. C. P. Chater, C. S. Sharp (Directors), H. Wickham (Manager), A. G. Stokes, J. Wheeley, A. Lun, Ezekiel, M. B. Polishwalla, O. Baptista, and R. R. Roberts.

The notice convening the meeting having been read,

The CHAIRMAN said—Gentlemen, I presume you will, as usual, take the report and accounts as read. I am glad to say these continue to show steady progress, and I have little doubt the figures we are able to place before you will be received as satisfactory. The incandescent lighting has shown further expansion during the period under review, though perhaps hardly as much as we had at one time hoped for, progress among Chinese customers being disappointing. We have had a considerable amount of installation and other work on hand during the past year. In the case of the former the Board has continued to carry out the policy mentioned by me some years ago, of doing same at as near cost as possible, so that, although this represents a considerable proportion of our gross receipts, it has not directly added to our profits, but the revenue from current supplied through these installations will no doubt bring us some recompense later on. With the exception of the item for coals the expenses only show a small increase on previous figures. Our coal bill, however, for reasons no doubt well known to you all, shows a heavy increase, which has materially interfered with the net result of the year's working, and will also in some way affect that of the current year. This fuel question I need hardly say is one seriously affecting all steam users out here, and it looks as if some time may yet elapse ere we see coals at anything like former level of prices. The profit on working account, as you will observe, amounts to \$29,433.12 and the balance of profit and loss account, after deducting director's fees, is \$36,124.05, which we recommend should be disposed of as follows:—To pay dividend of 5 per cent., \$14,886.80; to

write off plant and furniture, \$15,475.10; to carry forward to next account, \$5,762.15—\$36,124.05. We trust this will meet with your approval. We have thought it necessary to provide what may be considered a full allowance for depreciation, but, seeing that during the first few years of the Company's working nothing was available from the earnings for this purpose, we are now only providing for an average allowance over the years since the Company began operations. The final call of \$2 per share was made on 9th August last to provide funds for the cost of the new machinery, &c., and same has been paid to date on 29,140 shares, leaving calls on 860 shares still to come in. Should these not be paid shortly the Board will deal with the shares thus in arrear. The new machinery arrived from England in safety, and was started working in October last. This addition of our plant has been giving satisfaction and provides us with sufficient power to enable us to cope with probable demand for some time to come. We now have a considerable quantity of work in the way of extensions, &c., which we find will employ all the spare funds at our disposal, and without indulging in any too sanguine anticipations I can safely say that the prospects for the future look encouraging.

No questions were asked.

The CHAIRMAN proposed the adoption of the report and passing of accounts.

Mr. EZEKIEL seconded.

Carried.

Mr. STOKES proposed the re-election of the retiring Directors, Hon. C. P. Chater and Hon. J. J. Bell-Irving.

Mr. POLISHWALLA seconded.

Carried.

Mr. STOKES proposed the re-election of Messrs. G. Stewart and A. Coutts as auditors.

Mr. A LUN seconded.

Carried.

The CHAIRMAN—That is all the business before us, gentlemen. Dividend warrants will be ready on Saturday. I hope the current year will be more successful than the one just closed.

INDO-CHINA STEAM NAVIGATION CO., LIMITED.

The seventeenth ordinary general meeting of the Indo-China Steam Navigation Co., Limited, was held at the offices of the company, 29, Cornhill, on 9th June. The Chairman of the board of directors (Mr. J. MacAndrew) presided.

The Chairman said, in moving the adoption of the report he was very pleased to be able to show the shareholders better results for the year 1897, during which the earnings of the steamers had considerably exceeded their anticipations, and they were able to propose a dividend which, although not equal to the best they had paid, was, at all events, a very fair return on the company's capital. The improvement might be attributed chiefly to the diminished competition for carrying the local traffic and also to the movements of rice in China, by which means the deficiency in one province was made good by the surplus in another. There had been no material increase in the local trade, but trade with neighbouring countries, such as Siam, Tonkin, and Japan, was decidedly on the increase. The internal trade of China had not exhibited any very great tendency to expand, but this was not surprising in view of the political difficulties with which that country had been contending and of the uncertainty which had thus been engendered. If, however, half of the railway schemes which had been talked about were brought into operation, they could not fail to give a great stimulus to trade, although it would be a work of considerable time, of course. The first months of the current year showed an undiminished movement in cargo, and they might therefore expect a reasonable return on their shares. The balance-sheet exhibited a material reduction in the amount of outstanding loans and bills payable. The balance of the underwriting account amounted to £109,283—ample provision, he thought, for any disaster which they might reasonably apprehend. As regarded the profit and loss account, the depreciation of steamers was somewhat larger owing to the additions to the fleet, which now numbered

thirty vessels. The only unsatisfactory feature of the accounts was the loss on exchange, but this was entirely beyond the directors' control; and the loss would probably be larger in the current year, owing to the lower rate of exchange which had prevailed since January. In spite, however, of this loss the balance of profit amounted for the past year to £26,164, which enabled them to pay a dividend of 5 per cent. and to carry forward about the same amount as they brought forward—£1,370. The new vessel which it was proposed to put on the Calcutta trade would take the place of another boat, which was too small for the service. They had given careful attention to the requirements of tonnage for the inland waters of China, which were to be opened under recent agreements between the British and Chinese Governments, especially in the region of the Yangtze river, and proper steps would be taken when necessary. It was, however, likely to be slow work, some of the Mandarins and other classes in China not looking with much favour on the opening of the inland waters. He thought the only matter he had to allude to further was that of the *Kow Shing*. He could only say that it was still under the consideration of the Chinese authorities. During the past year their directors had been frequently in communication with the Foreign Office, and he trusted that ere long the matter would be finally settled.

Mr. W. Kieswick seconded the motion, which was adopted.

The retiring director (Mr. William L. Watson) and the auditors (Messrs. Turquand, Youngs and Co.) having been re-elected, a vote of thanks to the chairman and staff terminated the proceedings.

The following is the report presented to the meeting.

The board of directors submit herewith their report and statement of accounts for the year 1897.

They are glad to say that their anticipations of an improved result for the year's working have been fully realized, and the board is enabled, after providing for the usual depreciation on the fleet, to recommend a dividend of 5 per cent., and to carry forward a balance of £1,370 7s. 0d. to the next year.

Although there has been no material increase in the local trade, circumstances have caused better rates of freight to prevail during some portion of the year. The increased tonnage added to the fleet in 1896, and which only came into full work during the past year, has also to be taken into account, the newer vessels naturally commanding some preference.

There have been fully the usual number of minor claims upon Underwriting Account, but no total loss; and the account now stands in a very satisfactory position, with a balance at credit of £109,283. Up to the present time in 1898 no serious disaster has occurred.

Exchange Account has again been unfavourably affected by a fall in rates, and it has been necessary to provide for a loss of £3,086. Since the commencement of this year a further gradual decline has taken place which will render additional provision necessary in the current season. The Board have therefore charged the above loss to Revenue, and left Exchange Reserve at the same figure at which it stood in last account.

No steamer has been added to the fleet during 1897. A contract has been entered into for a new vessel of greater size for the Calcutta trade, which will be ready in January. The Board have also recently purchased the steamer *Ebani*, a comparatively new vessel, which they are now despatching to China, and which it is expected will prove very serviceable for the coasting trade.

The *Tai Sang* and *Wing Sang* have had their engines altered from compound to triple expansion, with new boilers so arranged as to afford considerable additional stowage capacity with reduced consumption of fuel.

The Board have been giving their attention to the requirements of tonnage for the inland waters of China, which are to be opened under recent agreements between our own and the Chinese Government, especially in the region connected with the Yangtze River. When further information is procured as to the prospects of trade, and the depth of water that may be counted upon, steps will be taken to provide some suitable craft for this extension.

On the West River in the Canton province a trade has still to be built up, the first essays being on a small scale. There is, however, encouragement to persevere, especially with the passenger traffic, and vessels better adapted to the shallow water met with in the upper reaches of the River are about to be specially built for the purpose.

BALANCE SHEET, AT 31ST DECEMBER, 1897.

LIABILITIES.		£	s.	d.
To share capital:—	Authorised £1,200,000;			
first issue 60,000 each £10, whereof				
49,589 subscribed and fully paid up		495,890	0	4
To balance of underwriting account		109,283	4	0
To sundry creditors in London and China		4,728	8	1
To loans		51,770	0	0
To bills payable		34,000	0	0
To exchange reserve account		4,919	4	11
To balance from revenue account		26,164	17	0

£725,755 14 4

ASSETS.		£	s.	d.
By steamships, hulks, ferry				
boats, &c.		681,684	7	5
Less depreciation written				
off for this year		43,352	3	4

638,332 4 1

[This includes the value of steamer *Kow Shing*, claimed from the Chinese Government.]

By coals and provisions on board ships and in godowns		9,016	0	1
By office furniture		80	0	0
By sundry debtors in London and China, Agents' balances, freights, &c.		73,829	13	1
By cash in London and China		4,497	17	1

£725,755 14 4

REVENUE ACCOUNT.

Dr.		£	s.	d.
To general charges, telegrams, directors' and auditors' fees		4,766	6	11
To exchange account		3,085	10	9
To depreciation account:—				
On steamships, &c.		43,352	3	4
On office furniture		10	0	0

43,362 3 4

To interest account		4,583	12	7
To balance-transferred to balance sheet		26,164	17	0

£81,962 19 7

Cr.		£	s.	d.
By balance brought forward from 1896		1,380	16	3
By net earnings of steamers for the year		80,575	10	10
By transfer fees		6	12	6

£81,962 19 7

BOYD AND CO., LIMITED.

The seventh annual general meeting of the shareholders in the above company was held in the Board Room, Pootung, Shanghai, on the 28th June. Mr. John Prentice, chairman, presided and there were also present Mr. C. W. Hay and Mr. J. Johnston (directors), Messrs. J. M. Young, J. D. Thorburn, Drummond Hay, J. Ferrier, Alan Stewart, J. Tullock, W. H. Beatty, W. H. Poate, C. Buchanan, and J. H. Osborne (secretary).

The Chairman, in rising to move the adoption of the report and accounts for the year ending 30th April last, said—To begin with, gentlemen, it will be interesting to you to note that there are 6,441 shares represented at this meeting. The report and accounts have been in your hands for some days and with your permission we will take them as read. During the past year you will see we have got through a very considerable amount of work, and you will notice in the report that the directors congratulate the shareholders on the continued success of the concern. The balance to the credit of profit and loss account this year is Tls. 196,285.40, showing an increase over last year of over Tls. 46,000, which I think, gentlemen, can be considered very satisfactory. It is with one exception the best we have had and shows an enormous increase on the first year's working, and it is an increase which we hope will go on. It is a legitimate increase and we hope year by year we shall continue to show an increase. The amount for appropriation is Tls. 193,935.40 and with your approval we propose to divide it as follows (1) to place to reserve fund Tls. 30,000, (2) to maintenance and depreciation account Tls. 15,000, (3) to pay a dividend on the ordinary shares of 15 per cent., which will absorb Tls. 117,000, (4) to pay a dividend of Tls. 117 on each founder's share, absorbing Tls. 23,400, and (5) to carry forward to new account Tls. 8,585.40. This, gentlemen, is the second occasion on which the founders have earned a

dividend, the object of the directors in the past having been to build up the reserve fund, and although the profits have been high enough we have thought fit better to augment that fund rather than pay a dividend on the founders' shares, which we were able to do, after having paid 12 per cent on the ordinary shares. This is the second year in which we have declared dividends on these shares, having worked up during the seven years of our business a reserve fund of Tls. 220,000 and paid dividends on the ordinary shares amounting on the company's capital to 88 per cent. That I think you will consider as most satisfactory. On looking at the statement of accounts you will see that part of our reserve fund is invested in local stocks, and these stocks I may state here are worth to-day Tls. 24,189 more than are stated in the accounts. We merely state them here at the prices at which we bought them. This I think you may also consider as very satisfactory. Mr. Hay, one of our directors, retires, but being eligible offers himself for re-election. Mr. Thorburn, our auditor, also retires but offers himself for re-election. Before moving the adoption of the report and accounts I shall be glad to answer any questions that you may please to put.

No questions being asked,

The Chairman moved, and Mr. C. Hay seconded, that the report and statement of accounts as presented be approved and the appropriation adopted.

The resolution was unanimously carried.

On the motion of Mr. Stewart, seconded by Mr. Poate, Mr. C. Hay was unanimously re-elected a director for the ensuing year.

Mr. J. M. Young moved, Mr. Tulloch seconded, and it was unanimously agreed to that Mr. Thorburn be re-elected auditor of the company.

The Chairman—That finishes the business of the meeting. The dividend warrants will be posted to-morrow and in connection with that I may say that of Tls. 140,000 we have to pay Tls. 100,000 comes to Pootung. That I think will show you the confidence the people connected with the firm have got in it. (Hear, hear.)

A vote of thanks to the chairman, directors, and staff of the company was unanimously carried on the motion of Mr. Young, seconded by Mr. Tulloch.

Mr. Prentice having suitably acknowledged the compliment the proceedings terminated.—*N. C. Daily News.*

CORRESPONDENCE.

[We do not hold ourselves responsible for the opinions expressed by our correspondents.]

MR. W. DANBY AND MR. MAY ON INSANITARY HOUSES.

[TO THE EDITOR OF THE "DAILY PRESS."]

SIR,—As the architect of the block of new houses now being erected on the site of the Old Victoria Hotel (Marine Lot No. 13), and to which reference was made at the last meeting of the Sanitary Board on Thursday last, I beg to protest most emphatically against the description of the houses as given at the meeting by the Hon. F. H. May.

The houses are in no sense "back to back houses," and when finished they will not be "insanitary;" they in every respect more than comply, not only with the present requirements of the Sanitary Board and the Building Ordinances, but in the matter of *light and open areas*, they considerably exceed even the suggestions made at the last meeting of the Sanitary Board, and also the areas proposed by the Hon. T. H. Whitehead and Mr. N. J. Ede in their notes to the Report of the Insanitary Properties Commission.

The Commissioners and the Sanitary Board recommend that there should be in houses about this [depth, viz., from 32 feet 3 ins. to 40 feet, an area at the back of each house of not less than 40 and 50 square feet respectively. Each of these new houses, with the exception of those having a frontage on *two sides*, to *two public streets*, have large open areas at the back extending the whole width of the house, the smallest yard having an area of 76 square feet, the average area of all the yards being 89.33 square

feet or about 60 per cent more area than that now proposed by the Sanitary Board.

Most of the yards are above the level of the ground floor, grouped in pairs, so that the length of the open areas is made coextensive with the width of two houses, or about 30 feet; and further, in each wall dividing these large areas are three, and in some cases four, large openings about 6 feet high by 3 feet wide, with iron bars fixed therein so as to still further improve the light and ventilation.

The dwelling rooms in these houses have also two large windows at each end of each room, which is very considerably more than the requirements of either the Commissioners or the Sanitary Board, and gives more light and better ventilation to the rooms than had there been a kitchen at one end, with a lane outside.

Had a "lane" (instead of these areas or yards) been left at the back of the houses, say 6 or 8 feet wide, they would not have been in any respect as good as now constructed; the houses would have been longer in depth and have had considerably less light and air than is now provided for. The area of ground occupied by these open areas or yards is nearly 80 per cent more than would have been required for a narrow lane.

I have not the least hesitation in stating that these houses, when finished, will bear favourable comparison with any Chinese houses in the colony; knowing, as I do, the type of houses now demolished in Taipingshan, which really were insanitary, it was more than absurd for Mr. May to compare these new houses with those plague-stricken hovels. The violent tirade he made against these new houses was quite uncalled for, and his description of the houses erroneous. It would be very interesting to know how Mr. May would have laid this property out had he been the owner.

I admit that the mode of laying out and constructing Chinese houses in the colony is open to still further improvement and, as I have stated on other occasions, in many things I would go much further even than the Sanitary Board intend doing.

Architects, however desirous they may be of introducing improvements, find it perfectly useless to do so, as their clients wish them, as a rule, to comply strictly with the letter of the law, and no more.

There is not the least doubt that the responsibility for the bad type of most of the Chinese houses in the colony rests with the Government and the Sanitary Board; they are both practically official bodies, with official majorities, they could have carried any measures for improving the sanitation of the colony and the erection of Chinese houses they thought fit, notwithstanding any opposition from interested parties, and I have no hesitation in saying they ought to have done so long ago, the agitation on the matter having been commenced as far back as 1882, and practically little or nothing has been done since.

I again beg to state, that these houses on Marine Lot No. 13 are not "back to back" houses, or that they will be insanitary, and I should be glad to know from the Sanitary Board in what respect they are not in accordance with their own Regulations, or why they say they will be insanitary. The unjustifiable remarks made about them will have a tendency to depreciate their value, and give a good property a bad reputation.—Yours truly,

WM. DANBY.

Hongkong, 2nd July.

TO THE EDITOR OF THE "DAILY PRESS."

DEAR SIR,—Section 66 of Ordinance 24 of 1887 (The Public Health Ordinance) reads:—"Every person who shall erect a domestic building upon land obtained from the Crown after the passing of this Ordinance shall provide along the entire back of such building, if one storied, a clear space forming a backyard of at least 10 feet in width, and if such building be of two or more stories, he shall cause the width of such backyards to be at least 15 feet."

In your leading article of to-day you write:—"Each house has, however, a yard or air shaft at the back, 6 feet wide and running the whole width of the houses."

And in another sentence you say:—"The houses in the matter of light and open areas exceed even the recommendation of the Sanitary Board."

The Ordinance above quoted does not, I take it, apply to the houses in question, but the provisions of that Ordinance are most distinctly "recommendations of the Sanitary Board" and if therefore in the matter of light and air they exceed these recommendations, how comes it that houses with a ground floor and three upper floors are provided with a backyard of only 6 feet when the Sanitary Board recommends at least 15 feet?

Another point bearing upon this matter is that no verandahs may be erected over side walks without permission of the Government, and in the case of property acquired before the passing of the Health Ordinance the Government have, I believe, withheld this permission as a means of compelling owners to build in accordance with the Ordinance.

If the Government possessed such a weapon in regard to the houses on the Old Victoria Hotel site, it is obvious they approved the design, else why are the verandahs there?—Yours truly,

EDWARD OSBORNE.

Hongkong, 4th July, 1898.

TO THE EDITOR OF THE "DAILY PRESS."

SIR,—Mr. Danby's contention in his letter which appeared in your issue of yesterday, that the new houses on the site of the old Victoria Hotel are (a) not back to back houses and (b) are provided with open areas of larger extent than would be required if the most recent recommendations of the Sanitary Board were adopted, is based on the assumption that (1) a dwelling house for Chinese in this colony which has an open space intervening between the principal living room and the enclosing wall in rear of the premises, can never be said to be back to back with another house, and (2) that the depth of a dwelling house for Chinese which has a space intervening between the principal living room and the enclosing wall in rear of the premises, must be measured by the depth of the principal living room.

If Mr. Danby will turn to paragraph 6 of the report of the Commission on Sanitary Properties dated the 9th March, 1898, he will see that the Commissioners regarded houses of the description mentioned in (1) as back-to-back houses. It is needless to add that I am of the same opinion as the Commissioners.

As regards the method of measuring the depth of Chinese dwelling houses of the same description, I will only say that in my opinion the depth must be measured from the outside of the front wall to the outside of the enclosing wall in rear of the premises.

The new houses referred to are according to my method of measurement from about 47 feet to 54 feet in depth, and would therefore according to the recent recommendations of the Sanitary Board each require a back yard of from 90 to 130 square feet in area.

The open spaces provided for the block of buildings as a whole would accordingly require considerable enlargement.—I am, Sir, yours truly,

F. H. MAY.

Hongkong, 4th July, 1898.

TO THE EDITOR OF THE "DAILY PRESS."

SIR,—In closing the correspondence in the matter of the Hon. F. H. May's strictures on the mode of laying out the houses now in course of construction on marine lot No. 13 (Old Victoria Hotel), I hope you will kindly allow me to state the following, in reference to the two letters which appeared in your issue of this morning.

Mr. Osborne is quite wrong in his application of section 66 of Ordinance 24 of 1887 to these houses on marine lot No. 13, the original Crown lease of which is dated June 26th, 1843. The section he refers to applies only to houses erected on "land obtained from the Crown after the passing of this Ordinance," which was on the 30th May, 1888. Similar provisions as to lanes, &c., therein referred to were made in the matter of new buildings to be erected on the New Praya Reclamation (Ordinance No. 16 of 1889 and passed 10th May, 1889).

The Regulations laid down in the above Ordinances are in no possible sense "recommendations of the Sanitary Board;" they are "the laws" of the colony, and the Government, so far as I am aware, have seen them strictly carried out.

It is rather amusing to note Mr. Osborne's ignorance of the local Ordinances. He refers to section 66 of Ordinance 24 of 1887 and endeavours to prove that the regulations laid down in that Ordinance are really the "recommendations of the Sanitary Board," when as a matter of fact the Sanitary Board was not in existence at the time, this Ordinance 24 of 1887 being the Ordinance constituting the Sanitary Board.

Mr. Osborne is correct in stating that had not the plans for these houses on marine lot No. 13 been in accordance with the law, and passed and approved of by the Public Works Department and the Sanitary Board, we should not have had permission from H. E. the Governor to erect either the verandahs or iron balconies, which we have done.

In reference to the letter of the Hon. F. H. May, I have nothing to alter or withdraw from my letter to you of the 2nd instant. Mr. May evidently does not know the meaning or definition of "back to back" houses. Paragraph 6 of the report of the Commission on Insanitary Properties does not refer in any way to such houses as are erected on this marine lot No. 13. A "back to back house," both here and in all other cities and towns throughout the civilized world, is a house that has only one true "front" pierced by openings by which light and air can be admitted to the interior, and the side and back walls of which house have no windows or doors, so that the only light and air to the house must, as far as it possibly can, enter by the one front wall of the house. In such houses there is no through current of air, and assuming these back to back houses have, we will say, two windows on the single front wall of such house, such air as can enter will enter by one window and make its exit by the adjoining window on the same front wall, but never circulating through the whole length of the house. My houses on marine lot No. 13 have two "fronts" on opposite sides, as already described, and permit of through ventilation by means of the two windows and doors at each end of each room. This could not possibly have been done had a lane, whether the same was 6 feet or 15 feet wide, been left at the back. The poor occupants of such dwelling and sleeping rooms would have had to live and sleep in an atmosphere diluted with the organic effluvia not only given off by the occupants themselves, but also the organic and far more offensive matters from the kitchens abutting on to the said rooms and the offensive receptacles kept in those places. The state of things in such houses immediately after a typhoon or strong gale, when the scavenging contractor is not able to carry out his duties, can be better imagined than described.

With all respect to Mr. May (than whom the colony has no better officer, and whom every one is proud of) I do not agree with his would be type of Chinese houses and his description of back to back "houses."

WM. DANBY.

Hongkong, 5th July, 1898.

THE NAVIGATION OF THE INLAND WATERS OF CHINA.

The following are the provisional rules agreed to by Sir Claude Macdonald, as published in the Shanghai papers, for the navigation of the inland waters of China. It is possible that some modifications may be introduced into them on further consideration:—

I. REGISTRATION.

1.—The inland waters of the Treaty port provinces are hereby opened to small steamers, native or foreign, plying from Treaty ports.

2.—Small steamers at Treaty ports, whether plying only in the waters of the port or going thence inland, are to be reported at the Customs and take out papers at the Customs containing owner's name and residence, name and type of steamer, number of crew, etc., etc., in addition to whatever national papers they are allowed or required by law to carry. Such Customs papers are to be renewed annually and are to be surrendered on change of ownership or when the vessel ceases to ply. The fee for the first issue of Customs papers will be Taels 10 and for each renewal Taels 2.

3.—Small steamers thus registered at the Customs may ply freely in the waters of the port without reporting their movements at the

Customs, but if they go inland they must report both departure and return. No unregistered steamer will be allowed to proceed inland.

4.—As regards exhibition of lights, prevention of collisions, shipping of crews, and inspection of machinery, etc., all such steamers are to observe the rules in force at the port they belong to.

II. REVENUE.

5.—Cargo shipped at Treaty ports is to be reported to the Customs and is to pay such duties as the Customs decide to be leviable. Cargo brought to a Treaty port from inland is to be similarly dealt with.

6.—Cargo landed or shipped inland is to pay at the place of landing or shipment whatever dues or duties the local regulations call for.

7.—If such steamers have vessels in tow they must bring to at whatever stations the vessels towed are required to stop at for their own cargoes, and the cargoes of boats towed (are) to be dealt with as local rules prescribe. Such steamers are not to tow on the Yangtze.

THE SHANGHAI-WOOSUNG RAILWAY.

Just now, when speculation is rife as to the opening of the Shanghai-Woosung Railway, it is well to give a few details concerning its position and progress and it was with that object that one of our representatives sought out and had a pleasant chat yesterday with one of the principal officials of the Imperial Chinese Railway Administration. As we announced some three months ago, it was intended to open the line for all kinds of traffic at the commencement of this month and the fact that the undertaking will not be completed for six weeks or so is due entirely to breach of contract on the part of the Belgian firm entrusted with the manufacture and delivery of the rails and sleepers. Messrs. Cockerill, the contractors in question, undertook to deliver the whole of the rails, sleepers, fastenings, etc., not later than March last, but as a matter of fact they only arrived some three weeks ago. Hence the delay. The permanent way, stations and necessary appurtenances have been finished long ago, locomotives and freight cars have been in readiness and everything awaiting the arrival of the rails. It will thus be seen what an expense, and an unnecessary expense, has been incurred in consequence. The work, however, is now being pushed on rapidly and large gangs of coolies under the supervision of skilled Europeans are working from early morn to dewy eve constructing the road. Commencing at the Woosung end, something like two English miles has been laid and it is confidently expected that the line will be ready for traffic towards the end of August. Considerable difficulty is occasioned through the entire ignorance of the native workmen in the matter of plate-laying. In fact, hardly one in a thousand has ever seen a railway and everything has to be shown them. Then again numbers of them after working a few days discharge themselves, with the result that fresh labourers have to be employed and the work of instruction begun over again. Our readers will thus see what a contract for railway building means in this darksome land. When it is finished, however, there can be no doubt that it will be a great factor in the promotion of local commerce, in that a running plan has been mapped out showing ten passenger trains per day, either way, in addition to luggage trains. The locomotives are of the heavy American tank-type, manufactured by Messrs. Brooks, of Dunkirk, N.Y., whilst the cars and trucks, the former well fitted up and upholstered, have been made at the Railway Works in Tientsin, where the much-talked-of "Royal train" of the irrepressible Empress Dowager was conceived. A responsible staff has been engaged, the locomotive department being under the control of Herr Richter, who has secured the services of native engine-drivers formerly employed on the diminutive Tayé Railway near Hankow. As all new ventures, and especially new in this case, generally involve heavy outlays through lack of knowledge of the local conditions, our representative endeavoured to elicit what would be the cost per mile as compared with European lines of a like character; but our informant was

unable to speak with any show of definiteness. The cost of the land in the first place he was unaware of, but speaking generally he thought it would prove to be much cheaper than any home undertaking of the kind, owing to the fact that labour and such native materials as have been used are very much cheaper here. He was also unable to express an opinion as to the working cost per mile as compared with published statistics, but anticipated highly satisfactory returns from the passenger traffic. It would naturally take time to dislodge the goods traffic from the river, but in the end he thought they might safely count upon a big revenue under this head, owing to the rates being lower than lighterage dues and the delivery more expeditious. No effort is to be spared to make the line a success and we might add that plans have already been drawn up for comprehensive extensions. There is undoubtedly plenty of scope for railway enterprise in China and now that it has found favour in the eyes of the Government the entire opening up of this strange country should be a thing of the comparatively near future.—*N. C. Daily News.*

THE BENNETZ STEAMERS.

PURCHASE BY M. MARTY.

MORE DISPUTES.

We translate the following article from *L'Echo de Chine* (Shanghai):—

The Bennettz flotilla again? Yes, so it is. I understand that people may be tired of always hearing of this affair, but it is necessary to refer to it again, since Messieurs the Mandarins refuse to understand that the Europeans interested in the question are firmly resolved not to let them suck all the juice of the orange, of which they appear unwilling to abandon even the rind.

Every one knows that M. Marty bought the *Ningchow*, the *Wooning*, and the *Sinfokin*. It is also known that the Chinese have done their best to evade part of their engagements and wanted to deliver only the two last named steamers. M. de Bezaure (the French Consul at Shanghai), who cannot be too highly praised for the energetic manner in which he represented to the Taotai that he would never consent to allow himself to be thus played with, succeeded after much negotiation in securing the delivery of the steamer at Hongkong, where it went into dock. The steamers at Shanghai also went into dock. M. Marty had bought, but wished to examine the goods before taking delivery. Nothing more just. He undertook the expense of docking the steamers, which was nearly \$1,200 for the three. He also assumed responsibility for the cost of the repairs necessary to secure a Lloyd's certificate. It was well understood that the Chinese would deliver the vessels with the furniture and the engines mentioned in the inventory. It was on this point that the difficulties commenced. The Taotai said that there were no inventories. No inventories? That appeared a little too thin! M. Marty was not discouraged and set himself to look for the old inventories, and found them, not only the latest, but also those which accompanied the vessels on their arrival from England.

M. Marty then claimed from the Chinese authorities, not the production of the articles mentioned in the original inventories, but those borne on the inventory at the time of the sale. Passing in review what was missing the following nice result was arrived at:—

<i>Ningchow.</i>	
Missing, on deck.....	Tls. 2,874.00
" in engine room....	500.00
<i>Wooning.</i>	
Missing, on deck.....	2,719.66
" in engine room....	512.98
<i>Sinfokin.</i>	
Missing, on deck.....	1,929.78
" in engine room....	218.19
Total.....	Tls. 8,754.61

But that was not all. The Chinese said nothing about an accident which they had brought on the vessel near the Pescadores, and which had placed the vessel in such a condition that the surveyor at Hongkong certified that it was necessary to replace sixteen plates and

renew 3,000 rivets. For these little repairs the sum of \$17,000 was asked, equal at exchange 75½ to Tls. 12,825, which, added to the sum already given, made the nice little total of Tls. 21,589.61, which M. Marty claims with entire justice.

The Taotai whom M. Marty addressed would not understand, which is nothing to be astonished at. He replied that M. Marty ought to do the repairs himself. M. Marty, who knew that the vessels were in a pitiable condition, claimed that he was responsible only for the internal repairs, rightly maintaining that the vessels had been promised to him with the hulls in good condition. Proof of this was to be found in the simple fact that M. Marty had consented to pay the docking charges in order to ascertain for himself the state of the hulls. Besides, formal agreements had been made before persons whose testimony could not be suspected, and the Taotai had entered upon a bad case. In fact this functionary was entirely mistaken in thinking that M. de Bezaure would exhibit towards him the gentleness of temperament of that Judge who allowed to pass the unseemly observations of an English advocate whose rôle throughout this affair has been severely judged by his own nationals. However delicate it may be for us to speak of certain personal questions arising out of the Bennertz affair, we must say that a similar method of defence could not be pursued in this case. The plaintiff is a man occupying a high position in the Far East and as well known for his honesty as for his enterprise. No one has ever doubted his word, and in undertaking a case against Mr. Marty the Taotai will have against him right, justice, and honour. We sincerely regret, therefore, the blindness of H.E. Tsai, who does not understand that the time for artifices is past. The clouds are gathering over his head. He has got himself out of many a tight place by his ability and intelligence, but he had better take care this time. The only god he can invoke now is the execution of the formal promises he has made before witnesses. To draw back may bring upon him worse consequences than the Bennertz affair.

M. Marty, who is quite willing to undertake the forty or fifty thousand taels worth of internal repairs that the vessels require, has already engaged his staff. He has made contracts with the masters, the engineers, and the officers. Getting them together has cost money, it costs money to keep them, and it will cost much more to cancel their engagements. H.E. Tsai had better think on all this and bring to an end as soon as possible a question which, if it becomes envenomed, may cost him very dearly, both in money and in respect of his position.

R. Y.

THE PLAGUE.

During the week ended 2nd July there were 10 cases of plague and 10 deaths. The daily returns for the past week are as follow:—

	Cases.	Deaths.
July 3rd	0	0
" 4th	0	0
" 5th	0	0
" 6th	1	0
" 7th	0	0
" 8th	1	1

RUSSIAN OBSTRUCTIVENESS.

It is stated in some quarters that Russia has made very strong representations to China respecting the concession just granted to the Peking Syndicate, and maintains that in consequence of the treaty which she, China, has made with Russia, she has no power to grant the right of railway construction in North China to any other Power. We are interested to know which treaty is hereby referred to. Even the famous Cassini Convention, comprehensive as it was, made no mention of a railway monopoly in North China, and if any such treaty exists it must be a subsequent and still more mysterious document. We should not be surprised to find that this report is founded on fact, as we believe there are very few things at the present juncture that Russia would hesitate to demand, and we make no secret of our belief that Russian aims in the Far East are by no means bounded by Port Arthur. As we have

already stated, it is now in the hands of other Powers to define the limit of legitimate ambition for her, and while Russia may deem it distinctly within her province to protest against the concession to British interests, we trust that no hesitation will be exhibited in reminding her that it is sometimes dangerous to tax forbearance to its utmost limits.—*Peking and Tientsin Times.*

THE JAPANESE CABINET.

The Japanese Consul has received a telegram to the effect that the Ito Cabinet resigned on Thursday and a new Ministry has been formed as follows:—

Count Okuma, Prime Minister and Minister for Foreign Affairs.

Count Itagaki, Minister for Home Affairs.

Mr. M. Matsuda, Minister for Finance.

Mr. M. Oishi, Minister for Commerce and Agriculture.

Mr. Y. Hayashi, Minister for Communications.

Mr. Y. Ozaki, Minister for Education.

Mr. Y. Ohigashi, Minister for Jurisprudence. Both War and Naval Ministers remain as before.

BRITON OR CHINAMAN.

Some time ago, we (*Straits Times*) called attention to the case of one O. Khun Yiong, who alleged that the Chinese Government had unjustly dealt with him, and that the British authorities in China would not procure redress for him notwithstanding his British nationality. He petitioned the Straits Government on the subject. The *Government Gazette* has published the reply of Government signed by Mr. C. W. S. Kynnersley to the petition. The reply states that inquiry has shown that the petitioner never asserted his British nationality in China, but traded there as a Chinese subject, also it was found out that he abstained from registering himself and his family as British subjects until a judgment had been obtained against him in China, when he absconded, and, after concealing the above facts, applied in Singapore for, and obtained, a British Passport. The enquiry thus showed the incorrectness of many of the statements in the petition. Mr. Kynnersley thus closes his reply:—

"Her Majesty's Government cannot allow persons of Chinese race born in this colony to to enjoy the benefits of a double nationality, that is to say, it cannot permit them after acting as the petitioner has done as if they were subjects of the Emperor of China by residing and owning property in the interior forbidden to British subjects, afterwards to deny Chinese nationality and obtain as British subjects that full protection and countenance which can be accorded only to those who have consistently from their birth conducted themselves and been registered as British subjects."

CHANGE IN CHINA'S EXAMINATION SYSTEM.

The following Imperial decree of the 23rd June is to hand:—When our dynasty ruled China we followed the old examination regulations of the previous Ming dynasty making a thorough knowledge of the Four Books (*Confucian Analects*) a *sine qua non* to official preferment. In the reign of the second Emperor K'ang Hsi, this was changed and short practical essays were the rule, which, however, did not last long, for a return to the old methods was made shortly afterwards. Classical elegance and brilliant practical essays therefore became the rule at that time and erudite scholars were turned out not a few. But of late scholarship has daily declined and miserable results have been displayed by candidates at examinations. This apparently has been caused by general carelessness and apathy for the classics, etc., and we therefore now rarely meet with any erudite and brilliant scholars, while those who have been chosen for degrees owed it rather to the reckless methods of making the selections. It therefore has come to this, that we must make certain changes in the literary curriculum in order to enable the true scholars and really deserving to get advancement. We therefore hereby command that commencing with the

next literary examinations, from those for Doctor down to the licentiate examinations throughout the empire, the candidates shall be examined in short practical essays instead of in subjects from the *Confucian Analects* as of old. As to how to effect this end, by arranging the various methods of examination, we hereby command the Board of Rites to consider the matter carefully and report to us as to the details of the said new course of examinations. We issue this special decree at this time really because the present methods of study are opposed to the necessities of the times and so deeply rooted by custom and habit that we are forced to order a change from the ruts of old literary procedure. The shallow customs of old will therefore be broken down and scholars while still making the Classics and *Analects* their foundation for learning will also be enabled, by being examined in short practical essays in current subjects, to keep their positions as true and erudite but practical scholars imbued with a thorough knowledge of present day topics. They will escape also the charge of being merely technical scholars possessed of empty knowledge. Let there be earnest and practical study, therefore, and thus justify this decision of the Throne towards going out of the way to secure true talent.—*N. C. Daily News.*

A WARNING TO SHENG TAOTAI.

An Imperial edict of the 26th instant contains the following warning to Director-General Sheng:—"For the scheme of building a railway between Hankow and Lukou Bridge, Peking, we sanctioned the proposal to make it a mercantile enterprise open to all our subjects, and further specially appointed Sheng Hsüan-huai to be Director-General of the project. Two years have now elapsed since then and by rights we ought to expect that the work of surveying the route, buying up of land for the road, and such like, should be completed by this time. Now the proposed railway route is one of very great importance to the Empire and we cannot permit any delay to be made with the progress of the work. Furthermore, we have now the requisite funds in hand for building this railway and therefore command the said Sheng Hsüan-huai to commence work immediately. He is also to report to us in advance the manner he intends to carry on the said construction. Now if there be any more delays and it be found that there has been an air of levity in the prosecution of an affair of such grave and national importance, the question is asked whether Sheng Hsüan-huai will be able to avoid heavy punishment for conduct for which he is doubtless responsible. With reference to the Hankow-Canton Railway and the Shanghai-Nanking Railway we hereby enjoin upon those who have been authorised to conduct their construction to hasten with their work and refrain from unnecessary delay in the matter." Apropos of the above the *Daily Chinese Progress* publishes a report that Sheng signed a loan with the Belgian Syndicate for the building of the Lu-Han Railway on the same day that the above decree was issued.—*N. C. Daily News.*

JAPAN SUGAR REFINERY.

The Nihon Seito Kaisha (Japan Sugar Refinery) at Miyaoka, Osaka, the work of which was started last year, commenced business from the 16th June. A representative of the *Osaka Mainichi* who visited the establishment, which is the first of its kind in this country, learned that the work is to be confined for the present to the refining of brown Java sugar. Four Europeans are superintending the work, together with two Japanese experts and the output is said to amount to about 40 tons per day. On the conclusion of the war between the United States and Spain, the Factory intends to obtain the raw material from other tropical countries such as the Philippines. The factory is arranged and administered on an extensive plan, and is provided with the best machinery, and altogether the Company's future is most promising. What, however, makes the work of sugar refining in this country somewhat onerous is the 5 per cent. duty which is levied on the article, in contradistinction to the bounty granted in some Western countries.—*Japan Times.*

A BOGUS SCARCITY OF RICE AT SHANGHAI.

Shanghai, 30th June.

The fears that have been current lately that the stock of rice in Shanghai was inadequate to the coming demand, induced a number of prominent Chinese merchants to concert measures with a foreign firm for the importation of rice from the South. Before settling, however, it was determined to make a thorough investigation of the stock of rice in Shanghai, and this was done on Sunday last. The result is that it turns out that there is thirty days' stock in the hands of the rice merchants, wholesale and retail; while in godowns in the native city there is a stock of 200,000 large piculs, or forty days' supply, belonging to a prominent local official who bought it before the recent rise and is holding it for a large profit, which he expects to make if the scare can be kept up. There is thus seventy days' supply in Shanghai, and there are large supplies at some of the river ports and in the central provinces, without drawing on which, however, and this the officials are doing all they can to prevent; the stock here is amply sufficient until the new crop comes to market.—*N. C. Daily News.*

JAPAN AND HAWAII.

Tokyo, 24th June.

It is reported that the Japanese Government has abandoned its protest against the annexation of Hawaii. The Government is satisfied if the rights already secured by Japan in Hawaii will not be disturbed. On the Annexation Bill being passed by the U.S. Lower House, the Japanese Minister at Washington was instructed to negotiate with the U.S. Government on those lines, and the U.S. Government is reported to have no special objection to meeting Japan's wishes in that respect.—*Kobe Chronicle.*

THE KOBE POLICE AND THE COOLIE TROUBLES

The *Kobe Shinbun* states that on the 22nd inst. the Hyogo and Toba police summoned the presidents, managers and masters of various companies, jinrikisha stations, coolie stations and barber shops, having men in their employ in the districts mentioned, and requested them to advise the people under their charge not to use abusive language towards foreigners, nor to walk insufficiently clothed in the streets nor to be guilty of obscenity in language or in any other way. It is added that offenders against these regulations will be rigorously punished.—*Chronicle.*

"PROFESSOR" RICHARD.

The *Japan Herald* learns that "Professor" Richard sailed by the *Arizona* on Saturday last, under the name of Mr. Robinson, accompanied by his wife, who, throughout her talented husband's brief sojourn in Japan, stayed at Wright's Hotel under the same name—with her husband's baggage. It seems, says the *Yokohama Journal*, that the "Professor" has improved the shining hour by victimising several Japanese for large amounts. His fees, of course, were always paid in advance—a most convenient arrangement for the "Professor." In one authenticated instance he undertook to cure a guileless native of heart disease. He assured his patient, however, that the cure would occupy two months, and that yen 500 must be paid in advance. Strangely enough he got the money, but we have not heard that his patient derived any material benefit from the "Professor's" electrical treatment. At least one foreigner was duped to the amount of yen 200. Undeniably "Professor" Richard must have found his visit to Japan profitable.

It is perfectly true that the Hongkong and Shanghai Banking Corporation having settled a loan to the Imperial Chinese Railways for the construction of the intended line from Hanhaikuan to Newchwang, the Russian *Chargé d'Affaires* sent to the Tsungli Yamen a formal written protest against it. Does Lord Salisbury propose to sit down quietly and allow the Russian *Chargé d'Affaires* to annul a contract between an English Bank and a Chinese Government Department?—*N. C. Daily News.*

CANTON NOTES.

[FROM THE "CHUNG NGOI SAN PO."]

The gunboats *Ngauchin*, *Kwonglee*, *Taichai*, *Tsanto*, *Kungmo*, and *Tangkung* have been sent to the rebellious districts in Kwangsi together with one thousand soldiers from Canton and six hundred soldiers from Lukfung. The situation is very serious and all business is at a standstill. There are about six thousand rebels, who are forcing the natives to come to their side, threatening that otherwise their houses will be burnt and they will be killed, so that the force of the rebels is gradually increased.

On the 3rd instant the Assistant Magistrate of Namhoi with a number of Yamen runners made a raid on a fantan gambling house in Hachan-Tong, on the west side of Canton. When they arrived, the gamblers commenced to stone them, so that they dared not go near. The Magistrate, finding that the gamblers were so strong, was obliged to go back to his yamen on foot, his chair having been smashed by a shower of stones.

A gunboat named *Tsantung* recently captured near Tiger Pass a junk which had on board five hundred and sixty rifles and thirty cases of gunpowder. The junk was abandoned by the smugglers before the gunboat came up.

Heavy rain and a strong gale were experienced in Canton on the 1st instant. All the small boats ran to places of safety. Two small boats were capsized, resulting in the drowning of two of their occupants.

A Chinese woman named Ma Yau-shi, a naturalised American subject, sued a Sansz named Chan Poi-yung for one hundred thousand dollars, being money lent to the defendant on a promissory note, in the court of the Magistrate of Pannu. The Magistrate refused to try the case, as the evidence given by the plaintiff was only a photo of the promissory note, but the plaintiff was given leave to sue again if she can produce the real promissory note.

On the 2nd instant five criminals taken out from the Pannu prison were carried in baskets to Tin-tsz-ma-tau for decapitation.

HONGKONG.

There were 1,574 visitors to the City Hall Museum last week, of whom 152 were Europeans. It is reported that H.M.S. *Tweed* is to be sent up to Wuchow, in view of the disturbed condition of Kwangsi.

At the Magistracy on 4th July two boatwomen were each fined \$5, or 14 days, for refusing to accept a legal fare at Pedder's Wharf.

Branch post offices were opened on 5th July in the Wharf and Godown Company's premises at Kowloon and at No. 111, Praya West.

A couple of coolies were on 4th July fined \$10, or a month, by Commander Hastings for cutting and damaging trees at Wanchai Gap.

A boilermaker who had stolen four coats and a cape from Victoria Barracks was on 4th July sentenced to four months' imprisonment for the offence.

An old woman who was hanging out some clothes on the roof of a house in Pottinger street on Thursday morning fell into the backyard, being killed instantly.

The Pacific Mail steamer *Peru* has been chartered by the U. S. Government and consequently there was to be no departure from San Francisco for China on the 28th June.

Among those who arrived by the English mail on Thursday were a number of Royal Engineers, who are en route for Weihaiwei, where they go for surveying purposes.

On Sunday four coolies who were far on in drink deposited a sick person in a public street. They were taken to the Police Station, and yesterday fined \$3. It was not a plague case.

It is notified in the *Gazette* that the services of two nursing sisters for private nursing are now available for the public. Application has to be made by the doctor in charge of the case.

We are informed by the Colonial Secretary's Office that quarantine has been removed at Saigon as regards arrivals from Hongkong, but vessels will be subject to medical inspection.

While the steamer *Emerald* lay in the quarantine anchorage on Sunday night a boatwoman approached within 30 yards of her without having a written permission from the medical officer, and for this offence she was yesterday fined \$5.

For assailing the foreman of the Electric Light Works three coolies were on Thursday fined \$15 each, and three witnesses whom they called \$2 each for telling lies. Mr. Melbourne appeared for the prosecution.

Messrs. Lamke and Rogge kindly inform us that they received a telegram on 4th July from Messrs. W. G. Hale & Co., of Saigon, to the effect that quarantine on all vessels arriving from Hongkong has been removed.

With this issue is given a plan, prepared by our correspondent with the American fleet, showing the positions of the American squadron, the sunken Spanish vessels, and the foreign men-of-war at Cavite and Manila.

A native passenger died of fever on board the *Wingsang* on the passage up from Hongkong to Shanghai, and as there were several other like cases on board, the vessel was placed in quarantine. The nature of the disease was not precisely known, but Dr. Cox had all the suspicious cases under observation.

A proclamation by H.E. the Acting Governor is published in Saturday's *Gazette* revoking the proclamation of 9th April last by which Canton, Whampoa, and Macao were declared infected ports, the revocation taking effect from the 2nd July. The medical examination of vessels arriving from the ports named is therefore discontinued.

The Secretary of the Punjom Mining Co., Limited, advises us that he has received the following telegram giving the result of the June clean up:—The mill ran 25 days, crushing 2,100 tons, yielding 2½ ozs. of smelted gold. The cyanide plant worked 10 days, treating 200 tons of tailings, yielding 73 ozs. of bullion, valued at £1 3s. 9d. per ounce.

The P. and O. steamer *Ganges*, whose loss by fire is recorded by Reuter, was until recently on the line from Bombay to China, but has latterly been running between Bombay and Aden. The Company has had the proverbial succession of three accidents—the *Aden*, the *China*, and the *Ganges*, all totally lost. We wish it a long immunity from similar disasters in the future.

At the Magistracy on Saturday Commander Hastings had before him two Chinamen who were charged with dumping 2 cwt. of coal into the harbour to prevent seizure. On Friday morning P.C. Hammond followed defendant's boat in police pinnace No. 3, and observed them throw the coal overboard off Blackhead's Point. One of them was fined \$50 and the other \$10. They were also sentenced to 42 days' imprisonment for stealing a ton of coal belonging to Messrs. Blackhead and Co.

Some of the Indian constables in the Hongkong Police Force have latterly expressed dissatisfaction with the pay they have been receiving, contending that in view of the dearness of food it is not sufficient. Their wages range from \$12-50 to \$15-50. On Friday 27 of them refused to accept their monthly pay unless promised an increase. This, of course, amounted to insubordination, and in the exercise of the powers vested in him by the Police Force Consolidation Ordinance 14 of 1887, the Captain Superintendent of Police (the Hon. F. H. May) sentenced them to seven days' imprisonment. Twenty-two of the offenders came from India last January.

The mystery with respect to Mr. Chamberlain's statement in the House of Commons about Hongkong and the Contagious Diseases Ordinance is now solved. It was all due to a mistake of Reuter. What Mr. Chamberlain said was that it had been decided *not* to sanction the re-introduction of the Ordinances. The important word "not" was omitted from the Hongkong telegram, which appears in the *Times of Ceylon* as follows:—"Mr. Chamberlain in the House of Commons announced that it had been decided (not) to sanction the re-enactment in Hongkong of the Contagious Diseases Ordinance; but he was conferring with the Governor of the Colony regarding other measures for checking venereal disease." Had the latter part of the telegram been sent here we would have been able to supply the missing word by the context, but what we were favoured with was simply the bald and misleading statement that Mr. Chamberlain said it had been decided to sanction the re-introduction of the Ordinances.

Mr. Figg's prediction of a heavy gale was fulfilled early on Friday morning, 1st July, the wind blowing in gusts of almost typhoon force from about two to four o'clock. At 4.40 the black ball was hoisted, signifying that the depression had passed to the westward, and it appears that it entered the coast to the west of Macao. Owing to the notice of the storm that had been given in Hongkong and the precautions that were taken there is little damage to be recorded. At about half-past six on Friday morning, however, a sampan ventured out near the East Point Sugar Works and was upset. Of the seven occupants two little children were drowned. The affair was reported to No. 2 Police Station about two hours afterwards.

On Saturday evening, and again on Monday, the members of the King's Own Regimental Dramatic Club gave an entertainment in the Gymnasium, Murray Barracks. The first part of the programme consisted of songs, three of which were of a humorous character. They were sung by H. Whiting, Corpl. Williams, and created much amusement. Corporal O'Donohue, Lieut. Lethbridge, Colour-Sergeant Lelliot, and Bandsman Carter also proved very acceptable vocalists. The second part of the entertainment comprised a farcical comedy entitled "Home, sweet home," the different characters being admirably impersonated by J. Arnold, H. Whiting, G. Gilling, H. Gibbs, E. Aldous, T. Packer, Lieut. Galloway.

The *Echo Macaense* publishes a paragraph with reference to an Englishman, whose name is not given, who went into the post office at Macao to inquire about a letter he was expecting. The Postmaster was absent and in his absence the enquirer was attended to by one of the subordinates. Not being satisfied with the replies he received he wished to see the registry book, but his request was refused, whereupon he grew excited and exclaimed "damned disgraceful post office." The clerk asked him to repeat the phrase, which the "beefsteak," as our contemporary terms the Englishman, did twice. The matter was reported to the Governor, who could not let such an insult pass without reparation, and the upshot was that the Englishman personally apologised to the Postmaster.

At the London Bankruptcy Court an application for an order of discharge was made on 8th June by Sidney William Coxon, formerly a stockbroker at Hongkong, but recently a company director and manager, Cromwell-road, West Kensington. The bankrupt failed in March, with liabilities of £6,791 and assets £2. He ascribes his insolvency to a loss of £6,736 sustained through the fall in value of 500 shares in the Hongkong and Shanghai Bank, which he purchased in 1891 as a speculation. The only offence reported by Mr. E. L. Hough (Senior Official Receiver) was that the assets were not sufficient in value to pay 10s. in the £ to the creditors, and on that ground Mr. Registrar Giffard imposed the minimum suspension of two years.—Ordered entered accordingly.

On Saturday afternoon some excitement was caused in Queen's Road by the fall of a quantity of brickwork and scaffolding from the top floor of the Hongkong Hotel, just above Miss Fairall's shop. For some time past repairs to the verandah have been in progress, and the accident of Saturday afternoon is said to have been caused by a workman stepping upon or leaning against the brickwork before the mortar was set, but it is to be noted that the coolie did not come down with the bricks, as one would have expected if they had given way under pressure in the manner described. Fortunately there was no one passing immediately in front of the building when the fall took place, but two coolies who were waiting with their master's chair had a fortunate escape, as they happened to have gone under the verandah and were therefore sheltered from the shower of bricks which fell outside and smashed the chair. Had the accident occurred before Miss Fairall's shop was closed and when a lady was entering or leaving it is almost certain that she would have been killed. Some enquiry as to the circumstances of the accident should be made by the Director of Public Works, for if a great mass of masonry is liable at any time to be hurled on to the heads of passers-by by the accidental touch of a coolie it would seem the precautions taken are insufficient.

Mr. W. Boffey, an old resident of the colony, died on Saturday morning and was buried on Sunday afternoon. Mr. Boffey was for a great number of years in the employment of Messrs. Lane, Crawford & Co. as the manager of their tailoring department. Two or three years ago he established himself in business on his own account, but had recently rejoined Messrs. Lane, Crawford & Co., resuming his old position. He was a prominent member of the Masonic body and a Past Master of Victoria Lodge, No. 1,026, and of the Eothen Mark Lodge, and many of the brethren attended his funeral.

Monday being the 123rd anniversary of the independence of the United States of America, Mr. Rounseville Wildman, U.S. Consul-General for Hongkong, was "at home" in the afternoon, and some 300 gentlemen called upon him, including the foreign consuls and the leading residents of the city. His Excellency Major-General Black sent his aide-de-camp. The Consulate was decorated with numerous stars and stripes, and the Celestial members of the household found a bent for their enthusiasm in their usual fashion—letting off innumerable crackers. The American ships in the harbour were gay with bunting.

The *Echo Macaense* says:—"In a defended case in the court here, in which the plaintiff is the well known Li Shing, of Hongkong, the evidence of the plaintiff was required, but as he could not be subpoenaed on account of his domicile being in the neighbouring colony an application was made to the English judges that his evidence might be taken there. The plaintiff, however, . . . deemed it better to allow himself to be cited at Macao and he wrote to the Judge requesting him to be good enough to fix a day for the taking of his evidence, stating that he would come to Macao on the day named in a steamer that he would charter, and requesting further, in view of the bad state of his health, that the Judge would take his evidence on board, this request being supported by the certificates of two English doctors. The request was granted, independently of the medical ground, for the law entitles parties to a case to have their evidence taken at their residences upon their paying the attendant expenses. Accordingly, on the day fixed, the steamer *Tai On* arrived off the Praya Grande flying the English flag. The Judge notified the plaintiff's advocate that he could not go on board unless the English flag was hoisted and the Portuguese hoisted, the reason being obvious. Notwithstanding that this was done, when the Judge went on board an attempt was made to exclude persons not concerned in the case, but, on the verbal request of the defendants' advocate, the session was declared public. But what was the good of all the display? Was it ostentation, a desire to show the power and wealth of the plaintiff? The hire of the steamer would be \$400, besides the expenses of the champagne and lunch. The usual following accompanied the plaintiff, Mr. Quincey, the celebrated ex-Inspector of the Hongkong Police, being at the head of his bodyguard. It is said that there were also on board a lawyer and two employes of one of the life insurance companies, who were to protest in case the plaintiff was compelled to leave the vessel to give his evidence on land. The journey altogether must have cost \$4,000. Will this amount be included in the bill of costs?"

MISCELLANEOUS.

The effort to form a volunteer corps among the Straits Chinese has fallen through.

Mr. Pritchard Morgan, M.P., arrived at Shanghai from the North on the 29th June.

The *N. C. Daily News* learns from its Wei-haiwei correspondent that Dr. Charles A. Macaulay, fleet-surgeon of H.M. flagship *Centurion*, died rather suddenly on the 15th June, and was buried the following day.

A crocodile is reported to have been captured in the Dedap river, Lower Perak, in whose stomach was found a human leg (probably that of a Malay), besides portions of three human skulls, fishing hooks, lines, and pieces of white drill and kahki cloth. This crocodile is credited with killing three Malays, one being the Kota S'tia policeman who was taken out of a boat when going his rounds last year.—*Singapore Free Press*.

The Austrian cruiser *Fruntsberg* arrived at Singapore on the 25th June. The *Fruntsberg* is a vessel of 1,340 tons, and has a crew of 225 men and nine guns. She comes from Pola, and was expected to sail on the 29th for Manila.

A Tokyo press despatch of the 24th June says the Government commenced drawing the indemnity money in April last by means of exchange bills, in order to prevent the exodus of specie. The amount drawn so far is some 15 million yen. More is yet to be drawn.

We (*N. C. Daily News*) learn that a warrant has been forwarded from Shanghai to the British Consul in Chefoo for the arrest of the stranded steamer *Amarapocra*, which, it will be remembered, ran ashore on the S.E. Promontory in a fog early last month. It seems that the master and managing owner declined to leave the vessel, and, as no enquiry into the accident could be held in the absence of the master, this course has had to be adopted to force matters to a conclusion.

Owing to the frequency of housebreaking cases at Singapore lately special watch has been recently kept upon the Tanglin district. Capt. Hamilton and Sergeant Brennan in the course of their rounds the other night saw a gate open leading to house No. 73, Scotts Road, which is occupied by one Sin Kok Chun. Noticing a ladder against a tree they suspected thieves and went up to the house, when they were fired upon by the son of the occupier, who stated that he always fired on thieves. Fortunately the bullet whizzed harmlessly past, but the man will be charged with a rash act.

A terrible accident took place in one of the forts at Haiphong on the 30th June. Five artillerymen were engaged in removing shells on a small waggon running on Decanville rails, when one of the shells rolled from the waggon and, striking the rails, exploded. When the smoke cleared away a dreadful spectacle was seen. One of the men had his head completely blown away and another had lost an arm and a leg. Of the three others two were wounded, the third no doubt owing his escape to the fact that he was behind the waggon and partly sheltered. An Annamite working in a neighbouring field had his face bruised.

The *Kobe Chronicle* says:—"The Hongkong and Shanghai Bank have circulated a notice, dated the 25th June, stating that from the 30th inst. interest at the rate of 3 per cent. per annum will be allowed on credit balances in current account. This will be to raise the rate from 2 to 3 per cent.—a step which has probably been resolved upon in view of the fact that the rates of the Japanese banks on such accounts have recently been raised in some cases to above 5 per cent. The ample security afforded by foreign banks, and their absolute trustworthiness as depositaries of business confidences, doubtless allow them to offer lower rates without diminishing the volume of business done."

News has just reached Foochow that an attack which might have been attended with very serious consequences, was made a week or two since upon Miss Gardner C.E.Z.M.S. near Kien Ning City. It seems that she was walking through one of the suburbs attended by a Biblewoman when a man suddenly seized her by the wrist and made an attempt to strike her with a chopper. Miss Gardner was able to wrench herself free and before her assailant could attack her again the Biblewoman bravely interposed and bore the brunt of the attack, being severely wounded on the arm. The man, who seems to be mad, is in durance vile and we are glad to hear that the brave Biblewoman is in a fair way towards recovery.—*Echo*.

The coal trade in Japan for May last was very prosperous, the total quantity exported being 214,536 tons, with a declared value of 1,484,619 yen. This shows an increase of 47,151 tons over the returns for the preceding month, and an increase of 13,488 tons over the figures for the corresponding month of last year. The great increase in exports during May is chiefly due to the fact that coal accumulated during April in Moji, and other coal-producing districts, owing to most of the steamers engaged in the coal trade having been chartered for the conveyance of rice to this country. The quantity exported during May makes a total of 893,706 tons, valued at 6,121,866 yen, since January last. This shows an increase of 40,067 tons in the quantity and an increase of 982,818 yen in its declared value.—*Nagasaki Press*.

The *Daily Chinese Progress*, which is generally reliable in its news, and especially official news, states that the Board of Rites has been commanded by the Emperor to draw up a set of rules of court etiquette for the guidance of audiences given to foreign Princes, nobles, and high officials in the future. The fall of H.E. Weng Tung-ho is not unconnected with the arrangements he made with Baron Heyking for the reception of H.R.H. Prince Henry of Prussia.—*N. C. Daily News*.

For many years past the illicit importation of alcohol into Japan has been going on and lately it has been much on the increase. According to the *Tokyo Asahi*, we learn that there are at present in the Yokohama Settlement upwards of ten firms which act as agents for such imported alcohol, and there are at least some 100,000 cases of spirit in store there of a value of 1,200,000 yen, taking the cost per box as 12 yen. The two German steamers which arrived in Yokohama only a few days ago, brought 20,500 cases, which were delivered to certain firms in the settlement. The *Asahi* says that some Japanese in conspiracy with foreign merchants are forwarding the alcohol into the interior packed in kerosene cases and in this way they escape duty. The profits coming from this illicit trade must naturally be very considerable.—*Japan Times*.

Sir Nicholas and Lady Hannen gave a "living whist" party at Shanghai on the 21st June. The *Echo de Chine* gives the following description of the game:—The aces were dressed in white blouses with a design in the respective colours on the chest. Four crowned kings followed, four majestic, queens, and four gigantic knaves. The smaller cards were indifferently represented by young men, young ladies, and children, of stature in accordance with the value of the points. The cards were shuffled by means of dances which by the variety of their combinations produced a beautiful disorder. At a given moment thirteen cards entered four numbered tents. A herald summoned the cards as they were played and the card which took the trick led his prisoners to the right or the left of the lawn according to the rules of ordinary whist.

COMMERCIAL.

TEA.

SHANGHAI, 2nd July.—(From Messrs. Welch, Lewis & Co.'s Circular).—Black Tea.—Hankow.—As the Russians have been short in Common Teas this season, they took most of the weather First Crop Teas, leaving a very small stock when the Second Crop arrived. Second Crop Ningchows are of satisfactory quality and selling from Tls. 18 and Tls. 26. Second Crop Hankow Teas are of fair quality, but prices have been extremely high on account of the Russian demand for low cost Teas, and it is likely that very little will be sent to London or America. Nip Ka Sees, which are selling at Tls. 13 and Tls. 13½, are said to pay the natives Tls. 3 to Tls. 4 per picul, and this will probably induce them to bring down large supplies of Common Teas later on. Shantams Tls. 12 to Tls. 12½ (= 5½d. to 5½d.). In Black Tea very few parcels have been offered on this market, and no business worth recording has been done. The shipments from Hankow to the United States have been almost as large as those of the previous season and we think they are generally of a higher quality. To Great Britain shipments continue to fall off and will do so until machinery takes the place of hand or foot labour.

Settlements reported are:—
Ningchow ... 458 ½-chts. at Tls. 24 to 24½ picul
Kutoan ... 235 " " 23 to 23½ " "
Wenchow ... 167 " " 1½ to 15½ " "

£60 ½-chests.

Stock, 3,623 ½-chests, against 6,169 half-chests at same last year.

Green Tea.—The only Teas which have been dealt in so far are Pingsneys and local pack or Wenchow leaf Teas. Pingsneys continue to be of excellent quality in water and in infusion, but business in them is checked by telegrams from America which discourage buying at present prices. Teamen, however, are firm holders and no material decline is likely to be established for some time to come, as they assert that the quantity of Tea obtainable of similar good quality to arrivals to date is limited, and they feel confident that a demand will arise as soon as musers reach the consuming markets. Local packs

are less firmly held. These Teas are stronger than those of last year, but possess the well-known characteristics of mawkishness and lack of burntness. One chop of Whapoo has been shown, but no business has yet resulted. The chief feature of the demand has been the desire to buy Teas for price. Nearly every American buyer wants them, and prices for sweet common Teas are the highest known for some years past. These Teas had been unduly depressed for many seasons by the spurious Pingsneys which were sold as Teas, and though prices are high at the moment it is a much healthier state that buyers should pay up for clean drinkable Teas, and that spurious Teas should be entirely eliminated. The effect of the demand for common Teas will probably be that clean common leaf, which is ordinarily sold to Tea shops for native consumption, will be packed for Foreign use. The news of the duty being imposed in the United States was sent to the producing districts as quickly as possible, and it stopped all further buying in Tienkai and Moyunc, but the strong demand for common Tea will probably counter-balance any shortage that might occur in finer qualities. It is much too early to speak confidently, but we look for a crop as large as it was last season, and a larger quantity of consumable Tea will be available for shipment to the United States than was the case last season.

Settlements reported are:—
Pingsney 6,050 ½-chts. at Tls. 22½ to 36½ a picul.
Local packed. 3,235 " " 21 to 22 Lines [Tls. 24/32.]

9,285 ½-chts.

Total settlements from opening of the market to date:—

	Settlements.		Stock.	
	1898-99.	1897-98.	1898-99.	1897-98.
	½-chts.	½-chts.	½-chts.	½-chts.
Pingsney.....	7,169	1,003	11,846	9,339
Local packed.	3,235	3,972	3,933	347
Total...	10,404	4,975	15,779	10,583

EXPORT OF TEA FROM CHINA TO UNITED KINGDOM AND CONTINENT.

	1898-99	1897-98
	lbs.	lbs.
Hankow and Shanghai...	5,925,054	7,558,175
Foochow	4,251,546	4,781,743
Amoy.....	—	37,683
Canton.....	911,089	1,697,113
Total...	11,087,689	14,074,714

EXPORT OF TEA FROM CHINA TO UNITED STATES AND CANADA.

	1898-99	1897-98
	lbs.	lbs.
Shanghai.....	2,212,406	2,286,825
Amoy	1,061,975	1,935,239
Total...	3,274,381	4,222,054

EXPORT OF TEA FROM JAPAN TO UNITED STATES AND CANADA.

	1898-99	1897-98
	lbs.	lbs.
Yokohama.....	5,357,955	—
Kobe	4,197,721	487,854
Total...	9,555,676	487,854

EXPORT OF TEA FROM CHINA TO ODESSA.

	1898-99	1897-98
	lbs.	lbs.
Shanghai and Hankow...	12,287,588	14,229,694

SILK.

CANTON, 24th June.—Tsatees.—No business to report for Europe; quotations are entirely nominal. Re-reels.—New season's arrivals have been very small so far, 50 bales No. 1 Grant are said to have been settled at \$570. Filatures.—Have been in good enquiry during the fortnight. Stocks being almost nil, dealers obtained an advance from \$10.15 per picul notwithstanding the rise in exchange. From prices paid we quote: \$745/735 Kwong Shun Cheong and Miu King Lun 11/13 and 13/15, \$735 for King Wo and Yu King Lun 11/13, \$720 for Kwong Sun On 11/13, \$715 for Yuk Wo Hing 10/12, Kai Cheong Loong 10/12 and Kwong Ho 11/13, \$700 for Kwong Lun Hing 13/15, \$650 for Chun Sun Hang and Yee Wo Loong 16/20 and for Kwong Lun Cheong 10/12, \$665 for Victoria 16/20, \$645 for Loong Kee and Hing Lun 11/13, \$610 for Wai King Wo 18/22, \$600 for King Wo Cheong 18/22.

Short-reels.—Have been in rather improved demand, but business is much restricted by the firmness of local rates. Prices asked are: 725 for 1st class 14/16, \$700 for IIA 14/16, \$680 for IIB 14/16, \$650 for IIC 14/16 and \$630 for IIIA 14/16. Waste.—Is quiet. Moderate quantities have been sold at unjoined quotations.

SHANGHAI, 2nd July.—(From Messrs. A. R. Burkill & Sons' Circular).—The last advices from London report a quiet market, and Blue Elephant 10/0. The Lyons quotation for Gold Kiling is Fcs. 26.50. Raw Silk.—In spite of the higher rates of Exchange prevailing the past week, Tael prices show a decided advance and close very strong. Chinese speculators have paid Tls. 435 for Gold Kilings to-day. Arrivals, as per Customs Returns, 25th June to 1st July, are: 2,724 bales White, 90 bales Yellow, and 87 bales Wild Silks. Re-reels and Filatures.—A large business has been done in Hand Filatures for America and the Continent, and settlements are about 900 bales; the market closes very strong. A settlement of 50 bales Re-reels Market No. 4 for America is reported. The Export of Steam Filatures to date is: 187 bales to America, 121 bales to the Continent, and 9 bales to England, Wild Silk.—About 100 bales Tusah Baws and Filatures have changed hands. Waste Silk.—A settlement of 100 piculs Filature Tusah Waste 50 per cent. No. 1, 50 per cent. No. 11 at Tls. 22 is reported.

Prices calculated by Maerten's Tables at 11 per cent. Exchange 2/7½; Freight Tls. 7.80 per bale.

	Tls.	Stg.
	per picul.	per lb.
Tsatees.—Mountain 4.....	452½	10/3
" Kin Kee Kiling	445	10/1
" Bird Seeling	447½	10/1½
" Bird Yungling	437½	9/11
" Silver Double Elephant	432½	9/9½
" Blue	425	9/8
" Gold Kiling	430	9/9
" Chay Kiling	407½	9/3½
Hangchow Tsatees.—Pagoda, Tingshow	412½	9/4½
" Blue Lion Tayhow	410	9/4
Taysaams.—Green Kahing M	440	9/11½
Skeins.—Double Man 3	390	8/10½
" Green Monster	360	8/3
Hand Filature.—		
Mayhenyu Croisee, Ex. Nos. 1 & 2, avg. pr.	505	13/4½
Flying Horse Croisee, Ex. Nos. 1 & 2	565	12/8½
Wasan Dong Croisee, 1, 2 & 3	565	13/4½
Fighting Cock Chop Croisee, A.B.C.	600	13/5½
Cock and Centiped Croisee, 1 & 2	575	12/11
Bicycle Chop (not Croisee), 1, 2 & 3	540	12/2
Re-reel.—Steam Boat Chop	440	9/11½
Steam Filature.—		
Market Chop Second Choice, 13/15 Den ...	710	15/8½
Wild Silk.—Tussah Raw	160	3/10½

EXPORT OF SILK FROM CHINA AND JAPAN TO EUROPE.

	1898-99	1897-98
	bales.	bales.
Shanghai	3,902	3,006
Canton	1,546	2,199
Total...	5,448	5,205

EXPORT OF SILK FROM CHINA AND JAPAN TO AMERICA.

	1898-99	1897-98
	bales.	bales.
Shanghai	197	800
Canton	382	369
Total...	579	1,169

CAMPHOR.

HONGKONG, 8th July.—A further decline in prices is reported. Quotations for Fo-mosa are \$39.75 to \$40.00. Sales, 250 piculs.

SUGAR.

HONGKONG, 8th July.—The market is not so strong and prices are declining. Quotations are:—

Shekloong, No. 1, White...	\$7.32 to 7.35 per picul.
do. " 2, White...	7.12 to 7.15 " "
Shekloong, No. 1, Brown...	4.80 to 4.83 " "
do. " 2, Brown...	4.71 to 4.75 " "
Swatow, No. 1, White...	7.25 to 7.27 " "
do. " 2, White...	7.00 to 7.04 " "
Swatow, No. 1, Brown...	4.75 to 4.78 " "
do. " 2, Brown...	4.67 to 4.70 " "
Foochow Sugar Candy	11.21 to 11.24 " "
Shekloong	10.07 to 10.09 " "

MISCELLANEOUS EXPORTS.

Per Brit. ship, *Imberhorne*, sailed on the 12th June. For San Francisco:—35,884 packages merchandise, 962 mats rice, 3,850 rolls matting, 62 packages rattan furniture, 800 packages tea, 25 boxes cassia, 20 packages camphorwood trunks, 200 cases pea nut oil, 1,759 bales hemp, 177 bales gambier, 10 bales gunny cloth, 11 boxes woodware.

Per German steamer *Kriemhild*, sailed on the 18th June. From Hongkong for Havre:—100 cases camphor, 40 cases aniseed, 27 cases bristles, 10 cases feathers, 8 bales human hair, 2 cases silks, 2 cases blackwood. For Havre and/or Hamburg and/or London:—20 cases bristles, and 15 cases cassia oil. For Havre option London:—2 cases bristles. For Hamburg:—1,500 packages tea, 284 bales feathers, 100 cases camphor, 100 cases cassia buds, 92 bales canes, 70 bales rattan core, 57 bales rattan shavings, 44 cases preserves, 20 cases aniseed oil, 19 cases Chinaware, 12 cases palmleaffans, 10 cases camphorwood trunks, 10 cases preserves, 7 packages sundries, 5 cases wood oil, and 2 cases bristles. For Hamburg and/or London:—70 bristles. For Hamburg and/or Antwerp and/or London:—28 boxes bristles. For Antwerp:—22 bales bambootape. For Bremen:—129 rolls matting. For Lisbon:—4 packages China & lacqu ware. For New York:—10 cases aniseed oil.

Per P. & O. steamer *Java*, sailed on the 22nd June. For London:—1 case lacquered ware, 7 cases blackwoodware, 88 cases China ware, 5 cases personal effects, 1 case preserves, 483 rolls matting, 50 bales waste silk, 125 packages tea (in transit) 28,010 boxes tea (588,127 lbs.). For Liverpool:—40 bales rope. For Gibraltar:—2 cases curios. For Malta:—1 case curios, and 1 case cigars. For Genoa:—40 cases leaf fans.

Per P. & O. steamer *Chusan*, sailed on the 25th June. For London:—45 bales raw silk, 2 cases silk piece goods, 4 packages effects, 2 packages chairs, and 1 case cigars. For France:—751 bales raw silk, and 1 box silk piece goods. For Milan:—10 bales raw silk. For London:—2,648 boxes tea (55,608 lbs.), and 105 bales canes.

Per steamer *Orestes*, sailed on the 28th June. For London:—11,744 boxes tea 928 packages tea from Amoy, 2 cases silverware, 150 cases cassia lignea, 48 cases blackwoodware, 4 cases Chinaware, 8 cases effects, 81 rolls matting, 20 rolls carpet mats, and 4 packages sundries. For Trieste:—220 packages tea. For Glasgow:—2 packages sundries. For London and/or Hamburg:—250 cases cassia lignea.

Per steamer *Sydney*, sailed on the 2nd July. For France:—807 bales raw silk, 4 cases silks, 749 packages tea, and 1 case essence ylang ylang. For Milan:—30 bales raw silk, and 2 bales waste silk. For London:—2 cases silks, and 1 case sundries.

OPIMUM.

HONGKONG, 8th July.—Bengal—There has been a fair amount of business done in this drug, the market closing steady at the following figures:—New Patna at \$708½, Old Patna at \$745, New Benares at \$692½, and Old Benares at \$730.

Malwa.—The market closes steady, latest rates being as under:—

Old (2½ yrs.) \$780 with all'nce of ½ to 2 cts.
" (6/7 ") \$810 " " of ¼ to 2½ " "
" (8/10 ") \$840 " " of 1 to 2½ "

Persian.—The market has ruled steady and prices have undergone very little change. Oily closes at \$490 to \$630 and Paper-tied at \$550 to \$700 according to quality.

To-day's stocks are estimated as under:—

	New Patna.	Old Patna.	New Benares.	Old Benares.	Malwa.
	690 chests	200 "	380 "	130 "	340 "
					400 "

COURSE OF THE HONGKONG OPIUM MARKET.

DATE.	PATNA.		BENARES.		MALWA.	
	New.	Old.	New.	Old.	New.	Old.
1898.	\$	\$	\$	\$	\$	\$
July 2	707½	745	695	730	—	—
July 3	707½	745	695	730	—	—
July 4	702½	745	695	730	—	—
July 5	705	745	695	730	—	—
July 6	707½	745	695	730	—	—
July 7	708½	745	692½	730	—	—
July 8	708½	745	692½	730	—	—

COTTON.

HONGKONG, 8th July.—At almost steady rates, fair business has been transacted. Stocks, about 3,500 bales.

Bombay	\$16.00 to 17.50 p. pl.
Kurrachee	... to ... "
Bengal (New), Rangoon, and Dacca	17.00 to 19.50 "
Shanghai and Japanese	21.00 to 22.00 "
Tungchow and Ningpo	21.00 to 22.00 "
Madras (Best)	... to ... "
Sales: 1,370 bales Bengal (New), Rangoon, and Dacca.	

RICE.

HONGKONG 8th July.—The reports on the new crop are favourable and prices show a marked decline. Quotations are:—

Saigon, Ordinary	\$2.90 to 2.95
" Round, good quality	3.05 to 3.10
" Long	3.45 to 3.50
Siam, Field, mill cleaned, No. 2	2.95 to 3.00
" Garden, " No. 1	3.60 to 3.65
" White	4.40 to 4.45
" Fine Cargo	4.75 to 4.78

COALS.

HONGKONG, 8th July.—Market continues dull with no business doing. Quotations are:—

Cardiff	\$20.00 to 20.00 ex ship, nominal.
Australian	16.00 to 12.00 ex ship, quiet
Milki Lump and Small	\$10.00 to 12.50 nominal
Moji Lump	9.00 to 11.50 ex ship, steady
Hongay Lump	12.50 to — nominal.
Hongay Dust	5.00 to — "
Briquettes	10.00 to — "

MISCELLANEOUS IMPORTS.

HONGKONG, 8th July.—Among the sales reported during the week are the following:—

YARN AND PIECE GOODS.—*Bombay Yarn*.—50 bales No. 6 at \$74, 1,700 bales No. 10 at \$72 to \$85, 500 bales No. 12 at \$82 to \$87.50, 250 bales No. 16 at \$85 to \$96, 2,690 bales No. 20 at \$92.50 to \$98.50 arrive. *Japanese Yarn*.—150 bales No. 16 at \$95.25 to \$96. *Bengal Cotton*.—68 bales at \$19.25, 132 bales at \$19.75, 37 bales at \$19.25. *Grey Shirtings*.—250 pieces 10 lbs. Post Man 3,339 at \$3.50. *White Shirtings*.—250 pieces C Mark at \$5.65. *T-Cloths*.—1,500 pieces 32 in. Mex. Dog and Vase at \$2.90 arrive, 250 pieces 32 in. Mex. Blue Dragon at \$2.90, 375 pieces 7 lbs. Mex. Blue Dragon B. B. at \$2.45, 375 pieces 7 lbs. Mex. Gold Dragon, at \$2.47. No. 22/24 Yarn.—100 bales Alligator at \$109 arrive. No. 40 Yarn.—50 bales Red Dragon at \$132, 100 bales Red Buffalo at \$134, 50 bales Red Dragon at \$132. *Drill*.—330 pieces 14 lbs. American \$4.37½.

METALS.—*Quick Silver*.—400 flasks at \$143.50, 300 flasks at \$143.50. *Tin*.—100 slabs Siam at \$40.60.

COTTON YARN.

	per bale
Bombay—Nos. 10 to 20s.	68.00 to 101.00
English—Nos. 16 to 24	108.00 to 114.00
" 22 to 24	110.00 to 116.00
" 28 to 32	121.00 to 125.00
" 38 to 42	130.00 to 136.00

COTTON PIECE GOODS.

	per piece
Grey Shirtings—6lbs.	1.75 to 1.85
7lbs.	2.00 to 2.07½
8.4 lbs.	2.50 to 3.29
9 to 10 lbs.	3.40 to 4.15
White Shirtings—54 to 56 rd.	2.30 to 2.50
58 to 60 "	2.75 to 3.45
64 to 66 "	3.55 to 4.10
Fine	4.35 to 7.15
Book-folds.	3.80 to 5.70
Victoria Lawns—12 yards	0.65 to 1.30
T-Cloths—6lbs. (32 in.), Ord'y.	1.55 to 1.75
7lbs. (32 ")	1.90 to 2.15
6lbs. (32 "), Mexs.	1.70 to 1.85
7lbs. (32 "), "	2.10 to 2.80
8 to 8.4 oz., (36 in.)	2.40 to 3.25
Drills, English—40 yds., 13½ to 14lbs	3.75 to 5.15

FANCY COTTONS

Turkey Red Shirtings—1½ to 8lbs.	1.60 to 5.60
Brocades—Dyed	3.00 to 5.00
	per yard
Damasks	0.12 to 0.16
Chintzes—Assorted	3.08 to 0.14

Velvets—Black, 22 in.	0.20 to 0.45
Velveteens—18 in.	0.17½ to 0.18½
	per dozen

Handkerchiefs—Imitation Silk 0.45 to 0.00

WOOLLENS

	per yard
Spanish Stripes—Sundry chops.	0.57½ to 1.40
German	1.15 to 1.50
Habit, Med., and Broad Cloths.	1.25 to 5.25
	per piece
Long Ells—Scarlet	6.50 to 10.00
Assorted	6.60 to 10.00
Camlets—Assorted	12.50 to 32.00
Lastings—30 yds., 31 inches, Assorted	10.00 to 21.00
Orleans—Plain	7.00 to 8.50
	per pair
Blankets—8 to 12lbs.	3.50 to 14.00

METALS

	per picul
Iron—Nail Rod	4.00 to —
Square, Flat Round Bar	4.00 to —
Swedish Bar	5.75 to —
Small Round Rod	4.40 to —
Hoop ½ to 1½ in.	4.50 to —
Wire 15/25	8.50 to —
Old Wire Rope	1.50 to 3.00
Lead, L. B. and Hole Chop	8.70 to —
Australian	8.70 to —
Yellow M'tal—Muntz, 14/20 oz.	32.00 to —
Vivian's, 14/20 oz.	31.00 to —
Elliot's, 14/20 oz.	31.00 to —
Composition Nails	46.00 to —
Japan Copper, Slabs	36.00 to —
Tiles	29.00 to —
Tin	— to —
	per box.
Tin-Plates	5.90 to —
	per cwt. case
Steel ½ to ¾	5.50 to —
	SUNDRIES
	per picul
Quicksilver	145.00 to —
	per box
Window Glass	4.40 to —
	per 10-gal. case
Kerosene Oil	2.17 to —

SHANGHAI, 2nd July.—(From Messrs. Nosl, Murray & Co.'s Piece Goods Trade Report).—The market has continued in the same quiet state as described in our last, in fact the quietness has been rather accentuated by the advance in sterling rates in the earlier part of the interval, but they look very unstable owing to the constant fluctuations of Silver. This the natives are unable to grasp and a slight upward movement is quite sufficient to choke them off buying, except at a reduction in prices out of all proportion with the advance in Exchange. The celestial has always a very strong inclination to be on the safe side! There have been lots of enquiries, on the off chance of picking up bargains, but they have not been very successful, as holders, having only moderate stocks, are not anxious sellers in view of the difficulty there is in replacing sales. Some business is said to have gone through in goods "to arrive," but all particulars are withheld, although in quantity it could doubtless easily exceed the stock sales. The Natives do not anticipate any renewal of the usual current flow of business for another week or ten days, when they seem quite confident a good demand must set in. The most hopeful sign of this is the continuance of a steady business in Tientsin, where goods are moving more freely, and to all appearances satisfactorily. From Newchwang, too, the news at the close is a little more cheering and some buying for that market is expected to take place during the next week. Chefoo is in the market again, but her requirements are usually very moderate. There is no special news from our other dependencies this week, beyond the fact that the scare with regard to a scarcity of rice is gradually subsiding. At the Auctions which took place when exchange was on the rise, prices have naturally gone down in a good many instances, but considering the small amount that is going on privately, the prices realised cannot be called altogether unsatisfactory.

METALS, 4th July.—(From Messrs. Alex Bielfeld & Co.'s Report).—Nothing has been done except in small lots at auction and the principal occupation of the dealers appears to be to find fault with goods arriving. If these are great enough to warrant declining to take delivery the fortunate party is happy.

EXCHANGE.

FRIDAY, 8th July.

ON LONDON.—	
Telegraphic Transfer	1/11
Bank Bills, on demand	1/11½
Bank Bills, at 30 days' sight	1/11½
Bank Bills, at 4 months' sight	1/11½
Credits, at 4 months' sight	1/11½
Documentary Bills, 4 months' sight	1/11½
ON PARIS.—	
Bank Bills, on demand	2.42
Credits, at 4 months' sight	2.46
ON GERMANY.—	
On demand	1.95½
ON NEW YORK.—	
Bank Bills, on demand	46½
Credits, 60 days' sight	47½
ON BOMBAY.—	
Telegraphic Transfer	146
Bank, on demand	146½
ON CALCUTTA.—	
Telegraphic Transfer	146
Bank, on demand	146½
ON SHANGHAI.—	
Bank, at sight	74½
Private, 30 days' sight	75½
ON YOKOHAMA.—	
On demand	5½ % pm.
ON MANILA.—	
On demand	nom.
ON SINGAPORE.—	
On demand	½ % pm.
SOVEREIGNS Bank's Buying Rate	10.28
GOLD LEAF, 100 fine, per tael	54.50

JOINT STOCK SHARES.

HONGKONG, 8th July.—The market continues dull and inactive, the only new feature being a slight improvement in Hongkong and Shanghai Banks.

BANKS.—A small demand for Hongkong and Shanghai has sent the rate up to 198 per cent. prem. after small sales at 195, 196, and 197, market closing steady at the last price. Nationals continue on offer at \$17, without finding buyers.

MARINE INSURANCES.—All Marines except China Traders remain on offer at quotations with only a small business to report in Unions at 217½ and Cantons at \$133.

FIRE INSURANCES.—No change in quotations and no business; market weak.

SHIPPING.—Hongkong, Canton, and Macao have been negotiated at \$25½, Indo-Chinas at \$61 and \$61½, and Douglasses at \$58. China Manilas continue quiet without business. China Mutual preferences are enquired for at quotation (\$9 10s. 0d.).

REFINERIES.—China Sugars have changed hands in unimportant lots at \$167½ and \$168 cash and at \$171 and \$172 for August, closing somewhat quieter at \$167. Luzons quiet and without business, sellers ruling the market.

MINING.—Punjoms have ruled rather quiet and after sales at \$6.25 and \$6.10 are now on offer at \$5.75. The small result of last month's crushing is responsible for the weakness. Balmorals and Olivers have changed hands in small lots at quotations, also Jebebus. Charbonnages continue out of the market. Raubs have ruled weaker with small sales at \$36½, \$36, and \$35½.

DOCKS, WHARVES, AND GODOWNS.—Hongkong and Whampoa Docks remain on offer at 250 per cent prem. with a small business at that rate. Kowloon Wharves have changed hands at \$61 and \$60 and more shares are obtainable at the former rate. Wanchais unchanged and without business.

LANDS, HOTELS, AND BUILDINGS.—Hongkong Lands continue weak at \$71 without business. Hotels unchanged with small buyers at \$51½. West Points and Humphreys unchanged and without business.

MISCELLANEOUS.—Green Islands have ruled weaker with sales at \$30 and \$18½. Watsons are enquired for at \$11½, and Electrics at \$8½ ex dividend. No further business to report under this heading.

Closing quotations are as follow:—

COMPANY.	PAID UP.	QUOTATION.
Banks—		
Hongkong & S'hai...	\$125	198 ½ % prem=
China & Japan, prf.	£5	nominal
Do. ordinary...	£4	nominal
Do. deferred...	£1	£5. 5s.
Natl. Bank of China		
B. Shares	£8	\$17, sellers
Founders Shares...	£1	\$17, sellers
Bell's Asbestos E. A. ...	£1	nominal
Campbell, Moore & Co.	\$10	\$8
China Prov. L. & M. ...	\$10	\$9½, sales & sellers
China Sugar	\$100	\$167, sales
Cotton Mills—		
Ewo...	Tls. 100	Tls. 100, sellers
Hongkong	\$49	\$21
International	Tls. 100	Tls. 105
Laou Kung Mow	Tls. 100	Tls. 101
Soychee	Tls. 500	Tls. 505
Yahloong	Tls. 100	Tls. 70
Dairy Farm Co.	\$8	\$5½
Fenwick & Co., Geo. ...	\$25	\$30½, sellers
Green Island Cement...	\$10	\$30
Do. New Issue	\$5	\$18½
H. & China Bakery	\$50	\$33
Hongkong & C. Gas	£10	\$125
Hongkong Electric	\$10	\$3.25, ex div. b.
H. H. L. Tramways	\$100	\$107
Hongkong Hotel	\$50	\$52, sellers
Hongkong Ice	\$25	\$110, sellers
H. & K. Wharf & G. ...	\$50	\$80
Hongkong Rope	\$50	\$160
H. & W. Dock	\$125	250 p. ct. prem.=
Insurances—		
Canton	\$50	\$133, sales
China Fire	\$20	\$99, sellers
China Traders'	\$25	\$62, buyers
Hongkong Fire	\$50	\$33½, sal. & sellers
North-China	\$25	Tls. 180, buyers
Straits	\$20	\$9.75, sellers
Union	\$50	\$217½, sal. & sellers
Yangtze	\$60	\$130, sellers
Land and Building—		
H. Land Investment	\$50	\$71, sellers
Humphreys Estate...	\$10	\$8½, sellers
Kowloon Land & B.	\$30	\$17, sellers
West Point Building	\$40	\$20, sellers
Luzon Sugar	\$100	\$38, sales & sellers
Mining—		
Charbonnages	Fce. 500	\$110, sellers
Great E. & C'donian	\$5	\$4.80
Do. Do.	\$2½	\$3.30, sales
Jebebu	\$5	\$3.70, sellers
New Balmoral	\$1	50c., sales & sellers
Do. Preference	\$1	60c., sales & sellers
Oliver's Mines, A. ...	\$5	\$12, sellers
Do. B. ...	\$2½	\$3.8, sales
Punjom	\$5	\$5½, buyers
Do. Preference	\$1	\$1.60
Raubs	14s. 10d.	\$35½, sellers
New Amoy Dock	\$6½	\$14
Steamship Coy.—		
China and Manila...	\$50	\$80, sellers
China Mutual Ord...	£10	\$9 10s., buyers
Do. Preference	£10	\$5 10s.
Do. Do.	£5	\$3
Douglas S. S. Co. ...	\$50	\$58, sales
H., Canton and M. ...	\$15	\$25½, sales & sellers
Indo-China S. N. ...	£10	\$56½, ex div.
Star Ferry	\$7½	\$8½, sellers
Tebrau Planting Co. ...	\$5	\$5, sellers
Do.	\$2	\$3, sellers
United Asbestos	\$2	\$1.40, buyers
Do.	\$10	\$10, nominal
Wanchai Wareh'se Co.	\$37½	\$41½
Watson & Co., A. S. ...	\$10	\$11.25, buyers

J. V. Y. VERNON, broker.

SHANGHAI, 4th July.—(From Messrs. J. P. Bisset & Co.'s Report)—The Summer holidays of the Banks have tended to check business, and the amount done has not been large. Banks.—Cash shares changed hands at 201 to 202 per cent. premium, closing at 201 with sellers. Shares were also placed for July at 204, and for October at 209 per cent. Marine Insurance.—China Traders' Insurance shares were placed to Hongkong at \$61. A sale of straits Insurance shares was made there at \$10. Yangtze Insurance shares are weak, with sellers. Fire Insurance.—Chinas were sold at \$99. Shipping.—Indo-China S. N. shares were placed for the settlement at Tls. 45.00 and Tls. 44.50. The rate then improved in Hongkong to \$61.50, at which Shanghai holders sold shares, the price being equal to Tls. 46. China Mutual S. N. Preference shares were placed at Tls. 72.50. Ordinary shares are offering. Sugar Companies.—Perak Sugar shares are offering at Tls. 40. Docks, Wharves and Godowns.—Business has been confined to Shanghai Dock shares at Tls. 81 and Tls. 82. Shares

in S. C. Farnham & Co. are wanted at Tls. 176. Shanghai and Hongkew Wharf shares are offering at Tls. 120, while there are buyers at Tls. 118. Lands.—Shanghai Land Investment shares are quiet at Tls. 88. Industrial.—Shanghai Gas shares changed hands at Tls. 217, and Major Brothers shares at Tls. 35. In Cotton Mill shares.—Internationals were sold at Tls. 103 cash, and Tls. 110 to Tls. 109 for October; and Laon-kung-mows at Tls. 101 cash and Tls. 106 for October. Shanghai Rice Mill shares changed hands at Tls. 25. China Flour Mill shares at Tls. 55, and American Cigarette shares at Tls. 99. Tug & Cargo Boats.—Shanghai Cargo Boat shares were placed at Tls. 170. Miscellaneous.—Shanghai Waterworks shares changed hands at Tls. 300. Shanghai-Sumatra Tobacco shares were sold at Tls. 79 cash and Tls. 85 for the 31st October. Shanghai-Langkai Tobacco shares found sellers at Tls. 220, 200 and 210. Shares are offering at the close. A cross transaction was done at Tls. 215 for cash and Tls. 240 for October, which was simply an expensive way of obtaining a loan. Shanghai Horse Bazaar shares placed at Tls. 68, Hall and Holtz shares at \$38.50 and Central Stores shares at \$10. Loans.—Shanghai and Hongkew Wharf 6 per cent Debentures were placed at Tls. 102 and Perak Sugar Cultivation 7 per cent Debentures at Tls. 99. The Shanghai Municipal Council's new issue of Debentures for Tls. 300,000 at 6 per cent have all been taken up, at slightly above par. Quotations are:—

BANKS.
Hongkong and Shanghai.—\$376.25.
Bank of China and Japan, defd.—£5.5.0
Do. ordinary.—Nominal.
National Bank of China, Ltd.—\$17.75.
COTTON MILLS,
Ewo Cotton Spinning & W. Co., Ltd.—Tls. 99.00.
Hongkong Cotton S. W. & D. Co.—26.00.
International Cotton Man. Co., Ltd.—Tls. 105.00.
Laou-kung-mow Cotton Co., Ltd.—Tls. 101.00.
Soy Chee Cotton Spinning Co., Ltd.—Tls. 505.00.
DOCKS, WHARVES, & CO.,
Boyd & Co., Ltd., Founders.—N. minal.
Boyd & Co., Limited.—Tls. 185.50.
Hongkong & Kowloon Wharf Company.—\$60.
Hongkong and Whampoa Dock Co., Ltd.—\$461.87.
S. C. Farnham & Co.—Tls. 177.00.
Shanghai Engineering S. & D. Co.—Tls. 82.00.
Shanghai & Hongkew Wharf Co.—Tls. 120.00.

INSURANCES,
Canton Insurance Office, Ltd.—\$137.50.
China Fire Insurance Co., Ltd.—\$99.
China Traders' Insurance Co., Ltd.—\$62.50.
Hongkong Fire Insurance Co., Ltd.—\$340.
North China Insurance Co., Ltd.—Tls. 182.50.
Straits Insurance Co., Ltd.—\$11.50.
Union Insurance Society of Canton, Ltd.—\$222½.
Yangtze Insurance Assocn., Ltd.—\$130.

LANDS,
Hongkong Land Invest. & A. Co., Ltd.—\$72½.
Humphreys Estate and Finance Co., Ltd.—\$8½.
Shanghai Land Invest. Co., (fully pd.)—Tls. 88.00.

MINING,
Punjom Mining Co., Ltd.—\$6.50.
Punjom Mining Co., Ltd., pref. shares.—\$1.80.
Raub Australian Gold Mining Co., Ltd.—\$37.
Sheridan Consolidated Co.—Tls. 2.50.

SHIPPING,
China-Mutual preference.—Tls. 72.50.
Do. ordinary, £5 paid.—Tls. 26.
Co-operative Cargo Boat Co.—Tls. 160.00.
Douglas Steamship Co., Ltd.—\$59.
Hongkong, Canton and Macao.—\$26.
Indo-China Steam N. Co., Ltd.—Tls. 45.00.
Shanghai Cargo Boat Co.—Tls. 170.00.
Shanghai Tugboat Co., Ltd.—Tls. 205.00.
Taku Tug & Lighter Co., Ltd.—Tls. 110.00.

SUGAR,
China Sugar Refining Co., Ltd.—\$169.00.
Luzon Sugar Refining Co., Ltd.—\$12.
Perak Sugar Cultivation Co., Ltd.—Tls. 40.00.

MISCELLANEOUS,
American Cigarette Co.—Tls. 90.00.
Central Stores, Ltd.—\$11.00.
China Flour Mills Co.—Tls. 55.00.
Hall & Holtz, Ltd.—\$38.50.
Llewellyn & Co., J., Limited.—\$61.00.
Major Brothers, Limited.—Tls. 35.00.
Shanghai Feather Cleaning Co.—Tls. 500.00.
Shanghai Gas Co.—Tls. 217.00.
Shanghai Horse Bazaar Co., Ltd.—Tls. 68.00.
Shanghai Ice Company—Tls. 112.00.
Shanghai Langkat Tobacco Co., Ltd.—Tls. 210.00.
Do. New Issue.—Nominal.
Shanghai Rice Mills Co.—Tls. 25.00.
Shanghai Sumatra Tobacco Co.—Tls. 79.00.
Shanghai Waterworks Co., Ltd.—Tls. 101.00.
Watson Co., A. S., Limited.—\$11.50.

TONNAGE.

HONGKONG, 8th July.—Freights during the past two weeks have fallen considerably. From Saigon to Hongkong, 13 cents per picul is offered for small prompt carriers. From Bangkok to this, 21 and 26 cents per picul. Newchwang to Canton, 28 cents per picul can be obtained for medium-sized steamers. Japan coal freights are weaker. From Moji to Hongkong, \$2.15 per ton; to Singapore \$2.80. Sailing tonnage, a vessel has been taken for New York at about 16s. 9d. per ton of 40 cubic feet.

There are 11 disengaged vessels in port, registering 13,022 tons.

The following are the settlements:—

Muskoka—British barque, 2,259 tons, hence to New York, private terms.

Tailee—German steamer, 939 tons, Newchwang to Amoy, 28 cents per picul.

Actu—Danish steamer, 426 tons, Tientsin to Hongkong, \$3,000.

Glenloch—British steamer, 2,997 tons, Kuchinotzu to Singapore, \$2.35 per ton.

Unity—British steamer, 1,013 tons, Moji to Hongkong, \$2.25 per ton.

Donar—German steamer, 1,202 tons, Moji to Hongkong, \$2.25 per ton.

Dante—German steamer, 1,302 tons, Moji to Hongkong, \$2.20 per ton.

Taiwan Maru—Japanese steamer, 1,483 tons, Moji to Hongkong, \$2.15 per ton.

Glenyle—British steamer, 2,244 tons, Moji to Hongkong, \$2.10 per ton.

Decima—German steamer, 1,145 tons, Saigon to Hongkong, 13 cents per picul.

Mongkut—British steamer, 1,145 tons, Saigon to Hongkong, 13 cents per picul.

Dante—German steamer, 1,302 tons, Hoilo to Hongkong, 45 cents, Yokohama 65 cents per picul.

Tamarind—Norwegian steamer, 885 tons, monthly, 6 months, \$6,800 per month.

China—German steamer, 1,275 tons, monthly, 6 months, \$6,250 per month.

VESSELS ON THE BERTH.

For LONDON.—*Shanghai* (str.), *Priam* (str.), *Moyune* (str.), *Magagon* (str.), *Verona* (str.), *Hakata Maru* (str.).

For BREMEN.—*Bayern* (str.).

For MARSEILLES.—*Caledonien* (str.), *Hakata Maru* (str.).

For SAN FRANCISCO.—*Belgie* (str.), *Hawthornbank* (str.), *Glenfarg* (str.), *Duchess Anne* (str.).

For VANCOUVER.—*Empress of Japan* (str.).

For VICTORIA, B. C.—*Braemar* (str.), *Victoria* (str.).

For TACOMA.—*Victoria* (str.).

For SEATTLE.—*Riojun Maru* (str.).

For NEW YORK.—*St. Nintan* (str.), *Marian Woodside*, *Pathan* (str.).

SHIPPING.

ARRIVALS AND DEPARTURES SINCE LAST MAIL.

HONGKONG.

ARRIVALS.

July—

- 1, *Nestor*, British str., from Liverpool.
- 2, *Glenfalloch*, British str., from London.
- 2, *Deucalion*, British str., from Sandakan.
- 2, *Rio*, German str., from Saigon.
- 2, *Liv*, Norwegian str., from Singapore.
- 2, *Taksang*, British str., from Sorsogon.
- 2, *Chinkiang*, British str., from Cardiff.
- 2, *Loongmoon*, German str., from Shanghai.
- 2, *Oslo*, Norwegian str., from Bangkok.
- 2, *Sultan Van Langkat*, Dut. str., from Pulo Sembilan.
- 3, *Benvenue*, British str., from Bangkok.
- 3, *Esmeralda*, British str., from Manila.
- 3, *Guthrie*, British str., from Sydney.
- 3, *Kwanon Maru*, Japanese str., from Japan.
- 3, *Phoenix*, Norwegian str., from Port Wallut.
- 3, *Sagami Maru*, Jap. str., from Foochow.
- 3, *Prince Arthur*, Norw. bark, from Cardiff.
- 4, *Hanoi*, French str., from Haiphong.
- 4, *Matsuyama Maru*, Jap. str., from S'pore.
- 4, *Kwanglee*, Chinese str., from Canton.
- 4, *Queen Mary*, British str., from Cardiff.
- 4, *Kweiyang*, British str., from Tientsin.
- 4, *Zafiro*, U.S. des. bt., from Manila.
- 4, *Taisang*, British str., from Shanghai.
- 4, *Daphne*, British cruiser, from Pagoda.
- 4, *Sishan*, British str., from Saigon.
- 5, *Fushun*, Chinese str., from Shanghai.
- 5, *Menmuir*, British str., from Foochow.
- 5, *Melbourne*, French str., from Marseilles.
- 5, *Ceylon*, British str., from Shanghai.
- 5, *Sanuki Maru*, Japanese str., from Kobe.
- 5, *Fooksang*, British str., from Cebu.
- 5, *Hailoong*, British str., from Tamsui.
- 5, *Jason*, British str., from Liverpool.

- 5, *Kong Beng*, British str., from Saigon.
- 5, *Progress*, German str., from Newchwang.
- 5, *Suisang*, British str., from Calcutta.
- 6, *Avara*, British str., from Cardiff.
- 6, *Daphne*, German str., from Moji.
- 6, *Frejr*, Danish str., from Pakhoi.
- 6, *Hansa*, German str., from Saigon.
- 6, *Rohilla*, British str., from Yokohama.
- 6, *Sinkai*, Japanese str., from Tamsui.
- 6, *Wongkoi*, British str., from Bangkok.
- 6, *Wau Tai*, Chinese gunboat, from Shanghai.
- 6, *Yuensang*, British str., from Manila.
- 7, *Saint Ninian*, British str., from Amoy.
- 7, *Coromandel*, British str., from London.
- 7, *Formosa*, British str., from Tamsui.
- 7, *Japan*, British str., from London.
- 7, *Triumph*, British str., from Haiphong.
- 7, *Eddie*, British str., from Manila.
- 7, *Bormida*, Italian str., from Bombay.
- 7, *Fausang*, British str., from Parororan.
- 7, *Mongkut*, British str., from Saigon.
- 7, *Taishun*, Chinese str., from Swatow.
- 8, *Verona*, British str., from Shanghai.
- 8, *Progress*, German str., from Canton.
- 8, *Taisang*, British str., from Canton.
- 8, *Bellerophon*, British str., from Liverpool.
- 8, *Fushun*, Chinese str., from Canton.
- 8, *Loongmoon*, German str., from Canton.
- 8, *Glenfarg*, British str., from Vladivostock.
- 8, *Peiyang*, German str., from Shanghai.

July—

DEPARTURES.

- 2, *Yiksang*, British str., for Cebu.
- 2, *Hsinchi*, Chinese str., for Ningpo.
- 2, *Tokio Maru*, Japanese str., for Australia.
- 2, *Sydney*, French str., for Europe.
- 2, *Ask*, Danish str., for Haiphong.
- 2, *Chingwo*, British str., for Shanghai.
- 2, *Elphinstone*, British str., for Rangoon.
- 2, *Haimun*, British str., for Amoy.
- 2, *Hainan*, German str., for Chefoo.
- 2, *Indrapura*, British str., for Shanghai.
- 2, *Mathilde*, German str., for Haiphong.
- 2, *Petrarch*, German str., for Manila.
- 2, *Auping*, Chinese str., for Shanghai.
- 3, *Cheangchow*, British str., for Amoy.
- 3, *Chinkiang*, British str., for Nagasaki.
- 3, *Hailan*, French str., for Hoihow.
- 3, *Hoihow*, British str., for Chefoo.
- 3, *Nanyang*, German str., for Swatow.
- 3, *Nestor*, British str., for Shanghai.
- 3, *Sungkiang*, British str., for Cebu.
- 3, *Tacoma*, British str., for Tacoma.
- 3, *Loongmoon*, German str., for Canton.
- 3, *Yola*, British ship, for Portland (Or.).
- 3, *E. C. Mowatt*, Amr. bark, for Mantung.
- 4, *Glenfalloch*, British str., for Amoy.
- 4, *Atlantic*, German bark, for Rajang.
- 4, *China*, German str., for Saigon.
- 4, *Chiyoda Maru*, Jap. str., for Yokohama.
- 4, *Chwnshan*, British str., for Swatow.
- 4, *Hongkong*, French str., for Haiphong.
- 4, *Kansu*, British str., for Yokohama.
- 4, *Kiangnan*, Chinese str., for Swatow.
- 4, *Matsushima*, Japanese cruiser, for Manila.
- 4, *Nord*, Norwegian str., for Bangkok.
- 4, *Picciola*, German str., for Yokohama.
- 4, *Mount Hebron*, British str., for Saigon.
- 5, *Pronto*, German str., for Touron.
- 5, *Tsinan*, British str., for Port Darwin, &c.
- 5, *Kweiyang*, British str., for Canton.
- 5, *Trym*, Norwegian str., for Ningpo.
- 5, *Catherine Apcar*, British str., for Calcutta.
- 5, *Dorie*, British str., for San Francisco.
- 5, *Esmeralda*, British str., for Manila.
- 5, *Germania*, German str., for Rangoon.
- 5, *Guthrie*, British str., for Shanghai.
- 5, *Kwanglee*, Chinese str., for Shanghai.
- 5, *Liv*, Norwegian str., for Shanghai.
- 5, *Melbourne*, French str., for Shanghai.
- 5, *Mount Sirion*, British str., for Weihaiwei.
- 5, *Thales*, British str., for Swatow.
- 5, *Zafiro*, U.S. despatch boat, for Manila.
- 5, *Fushun*, Chinese str., for Canton.
- 5, *Taisang*, British str., for Canton.
- 5, *Donar*, German str., for Kobe.
- 6, *Austria*, British bark, for Cebu.
- 6, *Bygdo*, Norwegian str., for Lagaspi.
- 6, *Ceylon*, British str., for London.
- 6, *Hanoi*, French str., for Haiphong.
- 6, *Memnon*, British str., for Sandakan.
- 6, *Propontis*, British str., for Singapore.
- 6, *Sanuki Maru*, Jap. str., for Singapore.
- 6, *Taksang*, British str., for Lagaspi.
- 6, *Progress*, German str., for Canton.
- 7, *Sultan V. Langkat*, Dut. str., for Sumatra.
- 7, *Armenia*, German str., for Singapore.
- 7, *Hailoong*, British str., for Swatow.

- 7, *Matsuyama Maru*, Jap. str., for Kobe.
- 7, *Quarta*, German str., for Newchwang.
- 7, *Sishan*, British str., for Swatow.
- 8, *Coromandel*, British str., for Shanghai.
- 8, *Taiwan Maru*, Jap. str., for Yokohama.
- 8, *Menmuir*, British str., for Australia.
- 8, *Frejr*, Danish str., for Hoihow.
- 8, *Sagami Maru*, Jap. str., for Shanghai.
- 8, *Taishun*, Chinese str., for Shanghai.
- 8, *Tweed*, British gunboat, for a cruise.

PASSENGER LIST.

ARRIVED.

Per *Nestor*, from Liverpool, 110 Chinese.
Per *Glenfalloch*, from Singapore, 659 Chinese.
Per *Taksang*, from Sorsogon, Messrs. McLeod and Richards.

Per *Loongmoon*, from Shanghai, Capt. Wittmüs, Messrs. C. Roth, H. Bartsch, and C. McIntosh.

Per *Guthrie*, from Sydney, &c., Mr., Mrs. and Miss Burns, Mrs. Gray, Messrs. H. G. Barolay and A. H. Salmon, Mr. and Mrs. Carlos d'Olivaria, Dr. Crowley, Mr. and Mrs. and 2 Miss Lemm, Mrs. and Miss Mitchell, Mr. and Mrs. Mathias Dias, Messrs. Manuel Simao, Jose Marie, Francisco d'Costa, Sella, Jose Soares, Thesaura Soares, Mandava, C. E. Neilson, Mrs. Tapali, Messrs. Daekilm and Markiap.

Per *Esmeralda*, from Manila, &c., Rev. P. Santo Paredes, Rev. P. Bunte Gabasa, Mrs. Alex. Techner, Mrs. Elrira Garcia del Rey De Alavarria, Miss Paz de Friaite, Mrs. Babina Friaite de Perez Munoz, Mrs. Ramona de Fario and 7 children, Sra Dona Dolores Baretto and 5 children, Mrs. Carmen Malagar de Ochoa and 4 children, Messrs. Wm. Ross and H. Harrigan.

Per *Matsuyama Maru*, for Shanghai, from Singapore, Mr. and Mrs. Walsh and infant, Miss Walsh; for Japan, Mr. George Clarke.

Per *Taisang*, from Shanghai, Messrs. Parr, Cheong Yong-Fing, and Ling Ti Shee.

Per *Ceylon*, from Yokohama for Singapore, Misses Cummings and G. Cummings; from Shanghai for Hongkong, Messrs. Peacock and Lam Kei Sam; from Foochow for Hongkong, Mr. A. Bevington.

Per *Melbourne*, from Marseilles, &c., for Hongkong, Messrs. del Rosario, Blankharta, Raband, Vial, Eng Chong Joh, C. Robinson, H. B. Taylor, Vizerie, Canal, and Pierre Dumaret.

Per *Kohilla*, from Yokohama for Hongkong, Mr. Kitashiyra, Miss Danby, Master Wilkinson, and Miss Toyo; for Singapore, Mr. E. Walker; for Penang, Mr. F. Coghill Jackson; for London, Mr. T. Lamb; from Kobe for Singapore, Mr. P. M. Skinner; from Nagasaki for Hongkong, Messrs. Mang Chang Wo, D. Kohri, Miss J. Jomida, and Mr. J. Matthews.

Per *Coromandel*, for Hongkong from London, Messrs. Fulcher and Kite, Col. Lewis, Major Penrose, Capt. Harrison, Sergeant Major Shrapnell, Quartermaster Sergeant Ellis, and 6 Non-Coms. and men; from Gibraltar, Capt. and Mrs. Rodrigues and 2 infants, and Rev. W. M. A. Silva; from Bombay, Mr. F. J. Patel; from Penang, Mr. and Mrs. Ong Mah Head, 3 children and 2 infants; from Singapore, Messrs. H. Fritzsche, W. L. Davies; for Shanghai from London, Messrs. Rathnall and Rutter; for Nagasaki from London, Mr. H. N. Petersen and child.

Per *Formosa*, from Tamsui, &c. Mr. Cook.

Per *Bormida*, from Bombay, &c., Mr. Palihoff.

Per *Japan*, for Hongkong from London, Act-Lieut. C. Boase, Midshipmen P. Douglas and G. Brown, Cadets B. Guy, J. Salmond, R. England, P. Campbell, E. Faber, W. Hore, and W. Fletcher, Mr. R. C. Paruell, Rev. T. Kane; for Shanghai from London, Mr. J. Pickering, Dr. Thomson, Messrs. W. Evans, T. Morgan, A. Opie, J. Mackey, H. Grey, W. Stead, W. Weeks, T. Dawe, R. Goggings, L. Verton, Michael Clincton, R. Clare, P. James, T. Ulford, W. Harley, E. McLauley, W. Hairs, T. Sailer, J. Brain, M. Malionry, J. Cane, W. Butson, P. Daffy, and J. Settling.

DEPARTED.

Per *Sydney*, from Hongkong for Singapore, Mr. and Mrs. J. H. Fertig and child, Messrs. J. Sutcliffe and H. Seymour; for Port Said, Messrs. S. Berada and S. Jammert; for Marseilles, Sisters F. Jourdan, R. Bapatis, and Ste. Nieves Martinez, Rev. Belieres, Mrs. L. de Catellana and daughter, Mrs. G. B. Gutierrez and three children, Messrs. V. Gonsales and R. Augulo.

Per *Hongkong*, for Haiphong, Rev. Launey.

Per *Tokio Maru*, for Thursday Island, &c., Messrs. A. J. de Souza, H. Mola, Waterfield, J. James, C. Hives, M. Baker, Watanabe, W. H. Hankey, and H. T. Larkin.

Per *Tacoma*, for Kobe, Mrs. H. C. Frampton and Mrs. Mather; for Tacoma, Mr. J. B. Cousins; for San Francisco, Mr. and Mrs. A. Haid.

Per *Tsinan*, for Brisbane, Mr. F. S. Molyneux; for Sydney, Mr. and Mrs. J. W. Burd, Hon. J. L. Parsons, Capt. Pembroke Marshall, Messrs. G. U. Price, H. B. Goodfellow and G. Mead; for Melbourne, Mrs. G. Osborne and 2 children, Mrs. R. Y. Barry, and Baron C. von Swaine; for Adelaide, Mr. F. W. Humphris.

Per *Melbourne*, for Shanghai, Mrs. F. Mattos, Mr. and Mrs. J. B. Walsh and child, Miss Walsh, Messrs. V. Kritz, F. X. Gutierrez, F. X. Garcia, and A. Wakurka; for Yokohama, Mr. and Mrs. Devaux, Messrs. N. Mumford, G. Servantes, J. Peyre, and Mrs. Adams.

Per *Doric*, for Shanghai, Surgeon C. J. Decker, Mr. F. St. John Berry; for Nagasaki, Miss W. Otama, Mr. Le Qua, Mr. C. M. Burnie, and Mr. Wong Show Yong; for Kobe, Mr. and Mrs. J. J. Boggs, Dr. A. P. Carvalho; for Yokohama, Mr. and Mrs. C. Beumann, Dr. E. Paulun, Lieut. and Mrs. J. Burns, Miss Burns, and Mr. J. R. Michell; for San Francisco, Messrs. Kam Hok Pot and Chong Yon Chek; for Paris, Lieut. B. Cedie.

Per *Thales*, for Coast Ports, Messrs. Bourman, Danie, Tenand, Kerorch, and Lam Cheun Yu.

Per *Sanuki Maru*, for Singapore, &c., Capt. G. Tanaka, Mr. J. Ishida, Chief Engineer S. Yedzura, Lieut. K. Hashi, Messrs. Geo. Lees, W. Iwai, J. McLaughlin, C. Hansen, and H. Gidley.

Per *Ceylon*, from Hongkong for London, Messrs. W. J. Williams and T. J. Williams; from Yokohama for Singapore, Misses Cummings and G. Cummings.

SHIPPING IN PORT.

HONGKONG.
STEAMERS.

Avara, British steamer, 2,481, Kilgour, July 6, Order
Bellerophon, British str., 1,318, Peters, July 8, Butterfield & Swire
Benvenue, British str., 1,448, Potter, July 3, Gibb, Livingston & Co
Bormida, Italian str., 1,499, Barabino, July 7, Carlowitz & Co
Butuan, Spanish str., 328, Madriago, Feb. 15, Brandao & Co
Chowfa, British str., 1,055, Williamson, June 29, Yuen Fat Hong
Daphne, German str., 1,271, Nissen, July 6, Siemssen & Co
Deucalion, British str., 1,375, Branch, July 2, Butterfield & Swire
Eddie, British steamer, 1,686, Land, July 7, Government
Fatsan, British str., 1,452, J. Dick, H. C. & M. Steamboat Co., for Canton
Fausang, British str., 1,410, Moncur, July 7, Jardine, Matheson & Co
Fooksang, British str., 991, Anderson, July 5, Jardine, Matheson & Co
Formosa, British str., 674, Douglas, July 7, Douglas Lapraik & Co
Fushun, Chinese str., 1,504, Lunt, July 8, C. M. S. N. Co
Glennearn, British str., 1,424, Murray, June 22, Jardine, Matheson & Co
Glenfarg, British str., 2,350, Selby, July 8, P. M. S. S. Co
Hankow, British str., 2,235, C. V. Lloyd, Butterfield & Swire, for Canton
Hansa, German steamer, 1,202, Marty, July 6, Chinese
Heungshan, British steamer, 1,054, J. Smith, H. C. & M. Steamboat Co., for Macao
Hoi-on, British str., 76, H. Kearley, Butterfield & Swire, for West River
Hoi-tong, Chinese steamer, 409, Austen, Chi Wo & Co
Honam, British str., 1,344, W. S. Goggin, H. C. & M. Steamboat Co., for Canton
Isidoro Pons, Spanish str., 525, Roses, April 14, Order
Japan, British steamer, 4,319, Leigh, July 7, P. & O. S. N. Co
Jason, British steamer, 1,336, Lycett, July 5, Butterfield & Swire

Kong Beng, British str., 862, Joslin, July 5, Chinese

Kongpak, British str., 147, G. C. Jones, Kwong Lee Steamship Company, for West River
Kwanon Maru, Jap. str., 1,816, Wase, July 3, Japanese

Loongmoon, Ger. str., 1,245, Schulz, July 8, Siemssen & Co

Mongkut, British str., 859, Calder, July 7, Chinese

Oslo, Norwegian str., 778, Pederson, July 2, Geo. R. Stevens

Peiyang, German str., 953, R. Kohler, July 8, Siemssen & Co

Phoenix, Norwegian str., 1,364, Larsen, July 3, Shewan, Tomes & Co

Powan, British str., 1,842, A. N. Patrick, H. C. & M. Steamboat Co., for Canton

Progress, German str., 678, Brandt, July 8, Chinese

Queen Mary, British str., 2,262, Simpson, July 4, Government

Rao, German str., 1,109, Christensen, July 2, Jebson & Co

Rohilla, British str., 2,216, Lockyer, July 6, P. & O. S. N. Co

Saikong, British str., 259, Shierhorst, Chinese, for Canton

Saint Ninian, British str., 1,928, Haynes, July 7, Shewan, Tomes & Co

Siegfried, German str., 908, Ahrens, June 28, Meyer & Co

Sinkai Japanese str., 264, Veerdmann, July 6, Sander, Wieler & Co

Suisang, British str., 1,776, Payne, July 5, Jardine, Matheson & Co

Tai On, British str., 769, Galleouski, Chinese, for Canton

Taisang, British steamer, 1,544, Sawyer, July 8, Jardine, Matheson & Co

Tancarville, British str., 1,535, Brown, July 1, Meyer & Co

Triumph, German str., 675, Rieke, July 7, Jebson & Co

Tungkong, British str., 59, Lo Shing, Kwong Wan S. S. Co. for West River

Verona, British str., 1,950, Barcham, July 8, P. & O. S. N. Co

Wingtong, British str., 88, Jones, Butterfield & Swire, for West River

Wongkoi, British str., 1,115, Stonham, July 6, Butterfield & Swire

Yuensang, British str., 1,106, Kynoch, July 6, Jardine, Matheson & Co

SAILING VESSELS.

Duchesse Anne, French ship, 1,114, Cervony, June 23, Carlowitz & Co

Etha Rickmers, German ship, 1,754, Rose, June 17, Arnhold, Karberg & Co

Hawthorn Bank, British bark, 1,288, Greig, May 20, Standard Oil Co

John Baizley, Amr. sch., 445, Wohll, Mar. 20, Order

Kelat, British ship, 1,822, Hughes, June 23, Standard Oil Co

Mariana Woodside, British bark, 1,478, Russell, Ray & Co

Mary L. Cushing, Amr. ship, 1,575, Pendleton, June 8, Order

Metropolis, British 4-m. bark, 1,697, Richards, June 21, Order

Muskoka, British 4-m. bark, 2,259, Crowe, June 21, Order

Old Kensington, British ship, 1,777, Tucker, June 25, Admiralty

Penobscot, Amr. bark, 1,067, McCaulder, June 29, Dodwell, Carlill & Co

Prince Arthur, Norw. bark, 1,598, Olsen, July 3, Order

Ragnhild, Danish bark, 382, Bonnelycka, June 10, Arnhold, Karberg & Co

Richard Rickmers, German bark, 1,325, Benecke, June 18, Arnhold, Karberg & Co

Rose, British barque, 789, Garrick, May 29, Order

Samar, American bark, 1,032, Forbes, May 20, Order

State of Maine, Amr. ship, 1,467, Curtis, May 12, Standard Oil Co

FOREIGN MEN-OF-WAR ON THE
CHINA AND JAPAN STATION.

Admiral Korniloff, Russian protected cruiser, 36 guns, 9,000 h.p., Capt. Molas, at Port Arthur

Aleout, Russian gunboat, 8 guns, 1,200 h.p., Capt. Elksky, at Vladivostok

Arcona, German cruiser, 18 guns, 2,400 h.p., Capt. Becker, at Nagasaki

Aspic, French gunboat, 6 guns, 453 h.p., Capt. Journet, at Along Bay

Baltimore, American cruiser, Capt. N. M. Dyer, at Manila

Bayard, French flagship, 36 guns, 4,500 h.p., Capt. Joannet, at Manila

Bobre, Russian gun-vessel, 13 guns, 1,150 h.p., Capt. Boisman, at Shanghai

Boston, American cruiser, 8 guns, 4,030 h.p., Capt. F. Wildes, at Manila

Bruix, French cruiser, Captain Parfait, at Manila

Comete, French gunboat, 6 guns, 450 h.p., Capt. Simon, at Saigon

Concord, Amr. g.-bt., 6 guns, 3,405 h.p., Com. A. Walker, at Manila

Cormoran, German cruiser, 12 guns, 2,700 h.p., Capt. Brussatis, at Manila

Descartes, French cruiser, Capt. M. Bernard, at

Deutschland, German cruiser, 8,000 h.p., Capt. Plachte, at Kiaochau

Dimitri Donskoy, Russian armoured cruiser, 34 guns, 7,000 h.p., Com. Witgeft, at Nagasaki

Eclairneur, French gunboat, 8 guns, 2,050 h.p., Captain Texier, at Shanghai

Gaidamak, Russian torpedo boat, 18 guns, 3,500 h.p., Capt. Serebrennikff, at Vladivostok

Gefion, German cruiser, 10 guns, 9,000 h.p., Captain Fohenius, at Shanghai

Gremiatschy, Russian armoured cruiser, 12 guns, 2,000 h.p., Capt. Bubnoff, at Port Arthur

Hugh McCulloch, American gunboat, Capt. Hodgson, at Manila

Irene, German cruiser, 22 guns, 8,000 h.p., Capt. Du Bois, at Manila

Jean Bart, French cruiser, Capt. Thesmar, at Manila

Kaiser, German flagship, 26 guns, 7,803 h.p., Capt. Stubenrauch, at Manila

Kaiserin Augusta, German cruiser, 20 guns, 14,000 h.p., Capt. Koellner, at Manila

Korevetz, Russian cruiser, 9 guns, 2,150 h.p., Capt. Serebriamkoff, at Nagasaki

Kreiser, Russian cruiser, 18 guns, 1,800 h.p., Com. Tsivinsky, at Shanghai

Liberal, Portuguese gunboat, Com. Carvalhosa d'Athayde, at Macao

Mandjour, Russian cruiser, 14 guns, 1,400 h.p., Capt. Kachaloff, at Chemulpo

Marco Polo, Italian cruiser, Capt. Ed. Inconato, at Shanghai

Moeve, German gunboat, Captain Merten, at Matupi

Monocacy, Amr. cruiser, 6 guns, 850 h.p., Com. O. H. Farenholt, at Shanghai

Navarin, Russian battleship, Capt. Veniche, at Port Arthur

Olympia, American protected cruiser, 14 guns, 17,313 h.p., Capt. C. V. Gridley, at Manila

Otvazny, Russian armoured cruiser, 12 guns, 2,500 h.p., Com. Coprianoff, at Nagasaki

Pamiat Azova, Russian armoured cr., 36 guns, 8,000 h.p., Capt. Virenius, at Port Arthur

Pascal, French cruiser, 14 guns, 8,500 h.p., Capt. de Bretzel, at Manila

Petrel, Amr. gunboat, 4 guns, 1,095 h.p., Com. E. P. Wood, at Manila

Prinzess Wilhelm, German cruiser, 18 guns, 8,000 h.p., Capt. Thiele, at Manila

Raleigh, American protected cruiser, 11 guns, 10,000 h.p., Capt. J. B. Coghlan, at Manila

Rossia, Russian cruiser, Capt. Demojiroff, at Port Arthur

Rurik, Russian flagship, 48 guns, 13,500 h.p., Com. Rodionoff, at Nagasaki

Silatch, Russian gunboat, 4 guns, 1,200 h.p., Capt. Barronoff, at Vladivostok

Sissoi Veliky, Russian battleship, 14 guns, 8,500 h.p., Capt. Parenago, at Port Arthur

Sivoutch, Russian gunboat, 13 guns, 1,200 h.p., Capt. Rodionoff, at Port Arthur

Surprise, French gunboat, 2 guns, 900 h.p., Capt. Plessix, at Saigon

Vauban, French flagship, 6,150, Capt. Boutet, at Manila

Vladimir Monomach, Russian cruiser, Captain Prince Onchtomsky, at Port Arthur

Vostock, Russian torpedo gunboat, 4 guns, 650 h.p., Com. Molchousky, at Vladivostok

Zabiaka, Russian cruiser, 20 guns, 2,000 h.p., Capt. Shkruff, at Port Arthur

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